

SIR.—The "bears" are still at work with Nangles, and so far have again succeeded in lowering the price they sell for time, and so in the meantime circulate untrueful reports that the shares will fall further. I am, however, confident that another 20¢ per fm., and a third stated it would cut altogether in 6 feet sinking; this last individual must be a wonderful personage to see into the earth for 6 feet. A large number of shares were delivered on the settling-day, and I trust they may all be found correct. I know for fact certain parties have lent shares to enable some of the "bears" to deliver; and letters are sent to the country shareholders advising them to sell while there is a chance of getting out; no efforts are left untried to get these shares down. I hope my clients will not become frightened and sell. The value of the lode may vary. They should, however, go through a splendid lode in the shaft, and I see no reason why it should not continue good. Great Wheal Vor shares continue from 37½ to 38; Siltmore, Wheal Metal, 5 to 5½, and not quite so firm. Wheal Grenville shares are 19½ to 19. East Basset, 67 to 68, and close 8½ to 9. Steel Gtison shares are as good, 19½ to 19. East Basset, 67 to 68, and close 8½ to 9. South Caradon in demand at 45¢ buyers. East Caradon continues very firm at 31 to 31½. Glasgow Caradon, 4 to 4¼; Wheal Treawyn, 33½ to 34; Penryn, 42½ to 43½. Clifton Amalgamated, 38 to 38½; Chiverton, 12½ to 12¾.

Chiverton Valley, 8 to 8½. The market generally is firm. There are many mines worth attention at the present time, and there are many "schemes" afloat. The investor should seek good advice before buying.

WHEAL UNITY CONSOLS.

SIR.—Will you allow me to make a suggestion to the committee?—and it is, that a special meeting be called to forfeit absolutely all shares upon which arrears of calls are due. I was greatly astonished to learn this morning that very heavy amounts of arrears were due, and that the committee had to make advances to meet the current expenditure, which I conceive to be very unjust towards them; and as the agents are hoping to make a discovery on the silver lode cut at Wheal Hartley, within half-a-mile of our mine, I should at once forfeit shares not paid upon; for it is neither fair nor honest that shareholders who refuse to pay their quota of costs when mines are poor should come and receive benefits from any discovery. Let me add that forfeiture of shares does not release holders from their proportion of debts already incurred, and the committee will not be doing their duty if they do not also at once proceed through the creditors against them.

ONE WHO HAS PAID UP.

FOREIGN MINING AND METALLURGY.

The amelioration which has taken place recently in the situation of affairs in the St. Dizier group is sustained, but without any more marked progress being made. The orders received supply work freely in all the foundries, forges, and manufactories, but prices are absolutely without change. Refining pig (charcoal-made) is dealt in by continuation at 41. 16s. per ton; this is a quotation generally admitted. The mixture of coke with charcoal is adopted every day more and more, and some new blast-furnaces are devoting themselves to this fabrication; only a small number of furnaces now continue operations with pure charcoal. The prices of iron and other products indicated in preceding bulletins are maintained without any variation. A better demand is indicated for chain iron, which may bring about, if not a rise, at any rate more firmness and uniformity in prices. On the Marseilles market English iron in warehouse is quoted at 81. 16s. per ton, and English pig 41. 2s. per ton. Correspondence from the eastern frontier confirms the amelioration previously reported. The forges have received many orders, as well as in special cases from the Government, for the eastern frontier. It is stated that the Mousvrou works are about to resume the fabrication of rails in order to provide for the numerous engagements of the house of Wendel, and for the execution of which the resources of Styling would not suffice. The sale of pig and stretched iron is very active, and it may be noted that this eastern group, notwithstanding its large production of pig, witnesses almost a scarcity of that article. The considerable stocks of Novent have been run off, and it appears that another blast-furnace is about to be lighted. Some producers of iron certainly find themselves short of pig. The Hayze house has only one blast-furnace in activity at its works; the others are in course of demolition, but will be replaced by furnaces of greater capacity. In the Meurthe, the state of affairs is good. Pont-à-Mousson has sold a large quantity of pig in the Nord, and has engaged the production of one blast-furnace for a year; the proprietors are constructing a third furnace. Frouard and Champigneulle have important engagements, so that, having reference to the large production, there is relatively little to sell. The industries of the Moselle and the Meurthe continue to urge on the Government the importance of securing a canalisation of the Moselle; nine-tenths of the necessary funds have been provided. The Eastern of France and Western of France Railway Companies have submitted for official approval, in 1864, to 1865, per cent. for the great line, to and from the principal terminal of the two networks. The tariff proposed is rather high. It is stated that the Eastern of France Company will soon publish new common tariffs, which it has this moment under consideration with the Orleans, Paris, Lyons and Mediterranean, and Southern of France Companies.

At several previous periods the advantage has been enforced of frequent meetings as possible of producers, and also the establishment of a bourse for the purchase and sale of metallurgical products. It may be remembered that a pretty large majority of Belgian forgersmasters had expressed an opinion that the constitution of a bourse for metals at Brussels was useful and desirable. A commission has been appointed to consider the question, and, after having adopted the basis of a projected bourse, it has commenced its work, and is now in the process of carrying out the idea of adopting this centre for their meetings, and also of rendering them more frequent. It is hoped that many of them will associate themselves with the idea, and thus form the commencement of a regular metal market. Great activity continues to prevail in the Belgian market, the activity being especially divided between rails, plates, merchants' iron, and refining pig. At Liège this last article has been the object of a very active demand, so that the works have their production engaged for a long time beforehand; for some time past the establishments of this group have furnished pig to the iron-producing works of Charleroi. In this last group, as well as in the centre, the fabrication of casting pig displays a considerable tendency to diminish, and blast-furnaces are being re-fitted or re-lighted in a great measure for the production of refining pig. The great revival in the iron trade is the cause of this, while, on the other hand, the orders for the foundries do not tend much to increase, so as to render a larger production of casting-pig necessary. At Charleroi, refining pig, hard iron, has made 31. 8s. to 31. 10s.; ditto, tender iron, 31. 4s.; pig, fine-grained iron, 41. to 41. 4s.; steel pig, 31. 16s. to 41.; casting pig, No. 1, 41. 4s. to 41. 6s.; ditto, No. 2, 41. 4s.; ditto, No. 3, 41. 2s.; ditto, No. 4, 41. 2s.; ditto, No. 5, 31. 18s.; charcoal-made pig, 61. to 61. 6s.; to 71.; rolled iron, No. 1, mixed, 61. 16s. to 71.; rolled iron, No. 2, slightly hard, 71. 8s. to 71. 12s.; rolled iron, No. 3, hard, 81. to 81. 4s.; ditto, No. 4, 81. 12s. to 81. 16s.; rails, 61. 16s. to 71.; hammer-made, first-class, 101. 12s. to 101. 16s.; ditto, second-class, 111. 12s. to 111. 16s.; ditto, third-class, 121. 12s. to 121. 16s.; ditto, fourth-class, 131. 12s. to 131. 16s.; ditto, fifth-class, 141. 12s. to 141. 16s.; ditto, sixth-class, 151. 12s. to 151. 16s.; ditto, seventh-class, 161. 12s. to 161. 16s.; ditto, eighth-class, 171. 12s. to 171. 16s.; ditto, ninth-class, 181. 12s. to 181. 16s.; ditto, tenth-class, 191. 12s. to 191. 16s.; ditto, eleventh-class, 201. 12s. to 201. 16s.; ditto, twelfth-class, 211. 12s. to 211. 16s.; ditto, thirteenth-class, 221. 12s. to 221. 16s.; ditto, fourteenth-class, 231. 12s. to 231. 16s.; ditto, fifteenth-class, 241. 12s. to 241. 16s.; ditto, sixteenth-class, 251. 12s. to 251. 16s.; ditto, seventeenth-class, 261. 12s. to 261. 16s.; ditto, eighteenth-class, 271. 12s. to 271. 16s.; ditto, nineteenth-class, 281. 12s. to 281. 16s.; ditto, twentieth-class, 291. 12s. to 291. 16s.; ditto, twenty-first-class, 301. 12s. to 301. 16s.; ditto, twenty-second-class, 311. 12s. to 311. 16s.; ditto, twenty-third-class, 321. 12s. to 321. 16s.; ditto, twenty-fourth-class, 331. 12s. to 331. 16s.; ditto, twenty-fifth-class, 341. 12s. to 341. 16s.; ditto, twenty-sixth-class, 351. 12s. to 351. 16s.; ditto, twenty-seventh-class, 361. 12s. to 361. 16s.; ditto, twenty-eighth-class, 371. 12s. to 371. 16s.; ditto, twenty-ninth-class, 381. 12s. to 381. 16s.; ditto, thirtieth-class, 391. 12s. to 391. 16s.; ditto, thirty-first-class, 401. 12s. to 401. 16s.; ditto, thirty-second-class, 411. 12s. to 411. 16s.; ditto, thirty-third-class, 421. 12s. to 421. 16s.; ditto, thirty-fourth-class, 431. 12s. to 431. 16s.; ditto, thirty-fifth-class, 441. 12s. to 441. 16s.; ditto, thirty-sixth-class, 451. 12s. to 451. 16s.; ditto, thirty-seventh-class, 461. 12s. to 461. 16s.; ditto, thirty-eighth-class, 471. 12s. to 471. 16s.; ditto, thirty-ninth-class, 481. 12s. to 481. 16s.; ditto, fortieth-class, 491. 12s. to 491. 16s.; ditto, forty-first-class, 501. 12s. to 501. 16s.; ditto, forty-second-class, 511. 12s. to 511. 16s.; ditto, forty-third-class, 521. 12s. to 521. 16s.; ditto, forty-fourth-class, 531. 12s. to 531. 16s.; ditto, forty-fifth-class, 541. 12s. to 541. 16s.; ditto, forty-sixth-class, 551. 12s. to 551. 16s.; ditto, forty-seventh-class, 561. 12s. to 561. 16s.; ditto, forty-eighth-class, 571. 12s. to 571. 16s.; ditto, forty-ninth-class, 581. 12s. to 581. 16s.; ditto, fiftieth-class, 591. 12s. to 591. 16s.; ditto, fifty-first-class, 601. 12s. to 601. 16s.; ditto, fifty-second-class, 611. 12s. to 611. 16s.; ditto, fifty-third-class, 621. 12s. to 621. 16s.; ditto, fifty-fourth-class, 631. 12s. to 631. 16s.; ditto, fifty-fifth-class, 641. 12s. to 641. 16s.; ditto, fifty-sixth-class, 651. 12s. to 651. 16s.; ditto, fifty-seventh-class, 661. 12s. to 661. 16s.; ditto, fifty-eighth-class, 671. 12s. to 671. 16s.; ditto, fifty-ninth-class, 681. 12s. to 681. 16s.; ditto, sixtieth-class, 691. 12s. to 691. 16s.; ditto, sixty-first-class, 701. 12s. to 701. 16s.; ditto, sixty-second-class, 711. 12s. to 711. 16s.; ditto, sixty-third-class, 721. 12s. to 721. 16s.; ditto, sixty-fourth-class, 731. 12s. to 731. 16s.; ditto, sixty-fifth-class, 741. 12s. to 741. 16s.; ditto, sixty-sixth-class, 751. 12s. to 751. 16s.; ditto, sixty-seventh-class, 761. 12s. to 761. 16s.; ditto, sixty-eighth-class, 771. 12s. to 771. 16s.; ditto, sixty-ninth-class, 781. 12s. to 781. 16s.; ditto, seventieth-class, 791. 12s. to 791. 16s.; ditto, seventy-first-class, 801. 12s. to 801. 16s.; ditto, seventy-second-class, 811. 12s. to 811. 16s.; ditto, seventy-third-class, 821. 12s. to 821. 16s.; ditto, seventy-fourth-class, 831. 12s. to 831. 16s.; ditto, seventy-fifth-class, 841. 12s. to 841. 16s.; ditto, seventy-sixth-class, 851. 12s. to 851. 16s.; ditto, seventy-seventh-class, 861. 12s. to 861. 16s.; ditto, seventy-eighth-class, 871. 12s. to 871. 16s.; ditto, seventy-ninth-class, 881. 12s. to 881. 16s.; ditto, eightieth-class, 891. 12s. to 891. 16s.; ditto, eighty-first-class, 901. 12s. to 901. 16s.; ditto, eighty-second-class, 911. 12s. to 911. 16s.; ditto, eighty-third-class, 921. 12s. to 921. 16s.; ditto, eighty-fourth-class, 931. 12s. to 931. 16s.; ditto, eighty-fifth-class, 941. 12s. to 941. 16s.; ditto, eighty-sixth-class, 951. 12s. to 951. 16s.; ditto, eighty-seventh-class, 961. 12s. to 961. 16s.; ditto, eighty-eighth-class, 971. 12s. to 971. 16s.; ditto, eighty-ninth-class, 981. 12s. to 981. 16s.; ditto, ninetieth-class, 991. 12s. to 991. 16s.; ditto, hundredth-class, 1001. 12s. to 1001. 16s.; ditto, hundred-first-class, 1011. 12s. to 1011. 16s.; ditto, hundred-second-class, 1021. 12s. to 1021. 16s.; ditto, hundred-third-class, 1031. 12s. to 1031. 16s.; ditto, hundred-fourth-class, 1041. 12s. to 1041. 16s.; ditto, hundred-fifth-class, 1051. 12s. to 1051. 16s.; ditto, hundred-sixth-class, 1061. 12s. to 1061. 16s.; ditto, hundred-seventh-class, 1071. 12s. to 1071. 16s.; ditto, hundred-eighth-class, 1081. 12s. to 1081. 16s.; ditto, hundred-ninth-class, 1091. 12s. to 1091. 16s.; ditto, hundred-tenth-class, 1101. 12s. to 1101. 16s.; ditto, hundred-eleventh-class, 1111. 12s. to 1111. 16s.; ditto, hundred-twelfth-class, 1121. 12s. to 1121. 16s.; ditto, hundred-thirteenth-class, 1131. 12s. to 1131. 16s.; ditto, hundred-fourteenth-class, 1141. 12s. to 1141. 16s.; ditto, hundred-fifteenth-class, 1151. 12s. to 1151. 16s.; ditto, hundred-sixteenth-class, 1161. 12s. to 1161. 16s.; ditto, hundred-seventeenth-class, 1171. 12s. to 1171. 16s.; ditto, hundred-eighteenth-class, 1181. 12s. to 1181. 16s.; ditto, hundred-nineteenth-class, 1191. 12s. to 1191. 16s.; 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ditto, hundred-thirty-seventh-class, 1371. 12s. to 1371. 16s.; ditto, hundred-thirty-eighth-class, 1381. 12s. to 1381. 16s.; ditto, hundred-thirty-ninth-class, 1391. 12s. to 1391. 16s.; ditto, hundred-fortieth-class, 1401. 12s. to 1401. 16s.; ditto, hundred-forty-first-class, 1411. 12s. to 1411. 16s.; ditto, hundred-forty-second-class, 1421. 12s. to 1421. 16s.; ditto, hundred-forty-third-class, 1431. 12s. to 1431. 16s.; ditto, hundred-forty-fourth-class, 1441. 12s. to 1441. 16s.; ditto, hundred-forty-fifth-class, 1451. 12s. to 1451. 16s.; ditto, hundred-forty-sixth-class, 1461. 12s. to 1461. 16s.; ditto, hundred-forty-seventh-class, 1471. 12s. to 1471. 16s.; ditto, hundred-forty-eighth-class, 1481. 12s. to 1481. 16s.; ditto, hundred-forty-ninth-class, 1491. 12s. to 1491. 16s.; ditto, hundred-fiftieth-class, 1501. 12s. to 1501. 16s.; ditto, hundred-fifty-first-class, 1511. 12s. to 1511. 16s.; ditto, hundred-fifty-second-class, 1521. 12s. to 1521. 16s.; ditto, hundred-fifty-third-class, 1531. 12s. to 1531. 16s.; 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ditto, hundred-seventy-first-class, 1711. 12s. to 1711. 16s.; ditto, hundred-seventy-second-class, 1721. 12s. to 1721. 16s.; ditto, hundred-seventy-third-class, 1731. 12s. to 1731. 16s.; ditto, hundred-seventy-fourth-class, 1741. 12s. to 1741. 16s.; ditto, hundred-seventy-fifth-class, 1751. 12s. to 1751. 16s.; ditto, hundred-seventy-sixth-class, 1761. 12s. to 1761. 16s.; ditto, hundred-seventy-seventh-class, 1771. 12s. to 1771. 16s.; ditto, hundred-seventy-eighth-class, 1781. 12s. to 1781. 16s.; ditto, hundred-seventy-ninth-class, 1791. 12s. to 1791. 16s.; ditto, hundred-eightieth-class, 1801. 12s. to 1801. 16s.; ditto, hundred-eighty-first-class, 1811. 12s. to 1811. 16s.; ditto, hundred-eighty-second-class, 1821. 12s. to 1821. 16s.; ditto, hundred-eighty-third-class, 1831. 12s. to 1831. 16s.; ditto, hundred-eighty-fourth-class, 1841. 12s. to 1841. 16s.; ditto, hundred-eighty-fifth-class, 1851. 12s. to 1851. 16s.; ditto, hundred-eighty-sixth-class, 1861. 12s. to 1861. 16s.; ditto, hundred-eighty-seventh-class, 1871. 12s. to 1871. 16s.; ditto, hundred-eighty-eighth-class, 1881. 12s. to 1881. 16s.; ditto, hundred-eighty-ninth-class, 1891. 12s. to 1891. 16s.; ditto, hundred-ninetyth-class, 1901. 12s. to 1901. 16s.; ditto, hundred-ninety-first-class, 1911. 12s. to 1911. 16s.; ditto, hundred-ninety-second-class, 1921. 12s. to 1921. 16s.; ditto, hundred-ninety-third-class, 1931. 12s. to 1931. 16s.; ditto, hundred-ninety-fourth-class, 1941. 12s. to 1941. 16s.; ditto, hundred-ninety-fifth-class, 1951. 12s. to 1951. 16s.; ditto, hundred-ninety-sixth-class, 1961. 12s. to 1961. 16s.; ditto, hundred-ninety-seventh-class, 1971. 12s. to 1971. 16s.; ditto, hundred-ninety-eighth-class, 1981. 12s. to 1981. 16s.; ditto, hundred-ninety-ninth-class, 1991. 12s. to 1991. 16s.; ditto, two hundredth-class, 2001. 12s. to 2001. 16s.; ditto, two hundred-first-class, 2011. 12s. to 2011. 16s.; ditto, two hundred-second-class, 2021. 12s. to 2021. 16s.; ditto, two hundred-third-class, 2031. 12s. to 2031. 16s.; ditto, two hundred-fourth-class, 2041. 12s. to 2041. 16s.; ditto, two hundred-fifth-class, 2051. 12s. to 2051. 16s.; ditto, two hundred-sixth-class, 2061. 12s. to 2061. 16s.; ditto, two hundred-seventh-class, 2071. 12s. to 2071. 16s.; ditto, two hundred-eighth-class, 2081. 12s. to 2081. 16s.; ditto, two hundred-ninth-class, 2091. 12s. to 2091. 16s.; ditto, two hundred-tenth-class, 2101. 12s. to 2101. 16s.; ditto, two hundred-eleventh-class, 2111. 12s. to 2111. 16s.; ditto, two hundred-twelfth-class, 2121. 12s. to 2121. 16s.; ditto, two hundred-thirteenth-class, 2131. 12s. to 2131. 16s.; ditto, two hundred-fourteenth-class, 2141. 12s. to 2141. 16s.; ditto, two hundred-fifteenth-class, 2151. 12s. to 2151. 16s.; ditto, two hundred-sixteenth-class, 2161. 12s. to 2161. 16s.; ditto, two hundred-seventeenth-class, 2171. 12s. to 2171. 16s.; ditto, two hundred-eighteenth-class, 2181. 12s. to 2181. 16s.; ditto, two hundred-nineteenth-class, 2191. 12s. to 2191. 16s.; ditto, two hundred-twentieth-class, 2201. 12s. to 2201. 16s.; ditto, two hundred-twenty-first-class, 2211. 12s. to 2211. 16s.; ditto, two hundred-twenty-second-class, 2221. 12s. to 2221. 16s.; ditto, two hundred-twenty-third-class, 2231. 12s. to 2231. 16s.; ditto, two hundred-twenty-fourth-class, 2241. 12s. to 2241. 16s.; ditto, two hundred-twenty-fifth-class, 2251. 12s. to 2251. 16s.; ditto, two hundred-twenty-sixth-class, 2261. 12s. to 2261. 16s.; ditto, two hundred-twenty-seventh-class, 2271. 12s. to 2271. 16s.; ditto, two hundred-twenty-eighth-class, 2281. 12s. to 2281. 16s.; ditto, two hundred-twenty-ninth-class, 2291. 12s. to 2291. 16s.; ditto, two hundred-thirtieth-class, 2301. 12s. to 2301. 16s.; ditto, two hundred-thirty-first-class, 2311. 12s. to 2311. 16s.; ditto, two hundred-thirty-second-class, 2321. 12s. to 2321. 16s.; ditto, two hundred-thirty-third-class, 2331. 12s. to 2331. 16s.; ditto, two hundred-thirty-fourth-class, 2341. 12s. to 2341. 16s.; ditto, two hundred-thirty-fifth-class, 2351. 12s. to 2351. 16s.; ditto, two hundred-thirty-sixth-class, 2361. 12s. to 2361. 16s.; ditto, two hundred-thirty-seventh-class, 2371. 12s. to 2371. 16s.; ditto, two hundred-thirty-eighth-class, 2381. 12s. to 2381. 16s.; ditto, two hundred-thirty-ninth-class, 2391. 12s. to 2391. 16s.; ditto, two hundred-fortieth-class, 2401. 12s. to 2401. 16s.; ditto, two hundred-forty-first-class, 2411. 12s. to 2411. 16s.; ditto, two hundred-forty-second-class, 2421. 12s. to 2421. 16s.; ditto, two hundred-forty-third-class, 2431. 12s. to 2431. 16s.; ditto, two hundred-forty-fourth-class, 2441. 12s. to 2441. 16s.; ditto, two hundred-forty-fifth-class, 2451. 12s. to 2451. 16s.; ditto, two hundred-forty-sixth-class, 2461. 12s. to 2461. 16s.; ditto, two hundred-forty-seventh-class, 2471. 12s. to 2471. 16s.; ditto, two hundred-forty-eighth-class, 2481. 12s. to 2481. 16s.; ditto, two hundred-forty-ninth-class, 2491. 12s. to 2491. 16s.; ditto, two hundred-fiftieth-class, 2501. 12s. to 2501. 16s.; ditto, two hundred-fifty-first-class, 2511. 12s. to 2511. 16s.; ditto, two hundred-fifty-second-class, 2521. 12s. to 2521. 16s.; ditto, two hundred-fifty-third-class, 2531. 12s. to 2531. 16s.; ditto, two hundred-fifty-fourth-class, 2541. 12s. to 2541. 16s.; ditto, two hundred-fifty-fifth-class, 2551. 12s. to 2551. 16s.; ditto, two hundred-fifty-sixth-class, 2561. 12s. to 2561. 16s.; ditto, two hundred-fifty-seventh-class, 2571. 12s. to 2571. 16s.; ditto, two hundred-fifty-eighth-class, 2581. 12s. to 2581. 16s.; ditto, two hundred-fifty-ninth-class, 2591. 12s. to 2591. 16s.; ditto, two hundred-sixtieth-class, 2601. 12s. to 2601. 16s.; ditto, two hundred-sixty-first-class, 2611. 12s. to 2611. 16s.; ditto, two hundred-sixty-second-class, 2621. 12s. to 2621. 16s.; ditto, two hundred-sixty-third-class, 2631. 12s. to 2631. 16s.; ditto, two hundred-sixty-fourth-class, 2641. 12s. to 2641. 16s.; ditto, two hundred-sixty-fifth-class, 2651. 12s. to 2651. 16s.; ditto, two hundred-sixty-sixth-class, 2661. 12s. to 2661. 16s.; ditto, two hundred-sixty-seventh-class, 2671. 12s. to 2671. 16s.; ditto, two hundred-sixty-eighth-class, 2681. 12s. to 2681. 16s.; ditto, two hundred-sixty-ninth-class, 2691. 12s. to 2691. 16s.; ditto, two hundred-seventieth-class, 2701. 12s. to 2701. 16s.; ditto, two hundred-seventy-first-class, 2711. 12s. to 2711. 16s.; ditto, two hundred-seventy-second-class, 2721. 12s. to 2721. 16s.; ditto, two hundred-seventy-third-class, 2731. 12s. to 2731. 16s.; ditto, two hundred-seventy-fourth-class, 2741. 12s. to 2741. 16s.; ditto, two hundred-seventy-fifth-class, 2751. 12s. to 2751. 16s.; ditto, two hundred-seventy-sixth-class, 2761. 12s. to 2761. 16s.; ditto, two hundred-seventy-seventh-class, 2771. 12s. to 2771. 16s.; ditto, two hundred-seventy-eighth-class, 2781. 12s. to 2781. 16s.; ditto, two hundred-seventy-ninth-class, 2791. 12s. to 2791. 16s.; ditto, two hundred-eightieth-class, 2801. 12s. to 2801. 16s.; ditto, two hundred-eighty-first-class, 2811. 12s. to 2811. 16s.; ditto, two hundred-eighty-second-class, 2821. 12s. to 2821. 16s.; ditto, two hundred-eighty-third-class, 2831. 12s. to 2831. 16s.; ditto, two hundred-eighty-fourth-class, 2841. 12s. to 2841. 16s.; ditto, two hundred-eighty-fifth-class, 2851. 12s. to 2851. 16s.; ditto, two hundred-eighty-sixth-class, 2861. 12s. to 2861. 16s.; ditto, two hundred-eighty-seventh-class, 2871. 12s. to 2871. 16s.; ditto, two hundred-eighty-eighth-class, 2881. 12s. to 2881. 16s.; ditto, two hundred-eighty-ninth-class, 2891. 12s. to 2891. 16s.; ditto, two hundred-ninetyth-class, 2901. 12s. to 2901. 16s.; ditto, two hundred-ninety-first-class, 2911. 12s. to 2911. 16s.; ditto, two hundred-ninety-second-class, 2921. 12s. to 2921. 16s.; ditto, two hundred-ninety-third-class, 2931. 12s. to 2931. 16s.; ditto, two hundred-ninety-fourth-class, 2941. 12s. to 2941. 16s.; ditto, two hundred-ninety-fifth-class, 2951. 12s. to 2951. 16s.; ditto, two hundred-ninety-sixth-class, 2961. 12s. to 2961. 16s.; ditto, two hundred-ninety-seventh-class, 2971. 12s. to 2971. 16s.; ditto, two hundred-ninety-eighth-class, 2981. 12s. to 2981. 16s.; ditto, two hundred-ninety-ninth-class, 2991. 12s. to 2991. 16s.; ditto, three hundredth-class, 3001. 12s. to 3001. 16s.; ditto, three hundred-first-class, 3011. 12s. to 3011. 16s.; ditto, three hundred-second-class, 3021. 12s. to 3021. 16s.; ditto, three hundred-third-class, 3031. 12s. to 3031. 16s.; ditto, three hundred-fourth-class, 3041. 12s. to 3041. 16s.; ditto, three hundred-fifth-class, 3051. 12s. to 3051. 16s.; ditto, three hundred-sixth-class, 3061. 12s. to 3061. 16s.; ditto, three hundred-seventh-class, 3071. 12s. to 3071. 16s.; ditto, three hundred-eighth-class, 3081. 12s. to 3081. 16s.; ditto, three hundred-ninth-class, 3091. 12s. to 3091. 16s.; ditto, three hundred-tenth-class, 3101. 12s. to 3101. 16s.; ditto, three hundred-eleventh-class, 3111. 12s. to 3111. 16s.; ditto, three hundred-twelfth-class, 3121. 12s. to 3121. 16s.; ditto, three hundred-thirteenth-class, 3131. 12s. to 3131. 16s.; ditto, three hundred-fourteenth-class, 3141. 12s. to 3141. 16s.; ditto, three hundred-fifteenth-class, 3151. 12s. to 3151. 16s.; ditto, three hundred-sixteenth-class, 3161. 12s. to 3161. 16s.; ditto, three hundred-seventeenth-class, 3171. 12s. to 3171. 16s.; ditto, three hundred-eighteenth-class, 3181. 12s. to 3181. 16s.; ditto, three hundred-nineteenth-class, 3191. 12s. to 3191. 16s.; ditto, three hundred-twentieth-class, 3201. 12s. to 3201. 16s.; ditto, three hundred-twenty-first-class, 3211. 12s. to 3211. 16s.; ditto, three hundred-twenty-second-class, 3221. 12s. to 3221. 16s.; ditto, three hundred-twenty-third-class, 3231. 12s. to 3231. 16s.; ditto, three hundred-twenty-fourth-class, 3241. 12s. to 3241. 16s.; ditto, three hundred-twenty-fifth-class, 3251. 12s. to 3251. 16s.; ditto, three hundred-twenty-sixth-class, 3261. 12s. to 3261. 16s.; ditto, three hundred-twenty-seventh-class, 3271. 12s. to 3271. 16s.; ditto, three hundred-twenty-eighth-class, 3281. 12s. to 3281. 16s.; ditto, three hundred-twenty-ninth-class, 3291. 12s. to 3291. 16s.; ditto, three hundred-thirtieth-class, 3301. 12s. to 3301. 16s.; ditto, three hundred-thirty-first-class, 3311. 12s. to 3311. 16s.; ditto, three hundred-thirty-second-class, 3321. 12s. to 3321. 16s.; ditto, three hundred-thirty-third-class, 3331. 12s. to 3331. 16s.; ditto, three hundred-thirty-fourth-class, 3341. 12s. to 3341. 16s.; ditto, three hundred-thirty-fifth-class, 3351. 12s. to 3351. 16s.; ditto, three hundred-thirty-sixth-class, 3361. 12s. to 3361. 16s.; ditto, three hundred-thirty-seventh-class, 3371. 12s. to 3371. 16s.; ditto, three hundred-thirty-eighth-class, 3381. 12s. to 3381. 16s.; ditto, three hundred-thirty-ninth-class, 3391. 12s. to 3391. 16s.; ditto, three hundred-fortieth-class, 3401. 12s. to 340

In existence was able to show a profit equal to 10 per cent., he thought they were in as favourable a position as they could wish.

Mr. Justice HALIBURTON, M.P., remarked that it was the more satisfactory, considering the extra expenses which always had to be incurred during the first year of a company's existence.

A SHAREHOLDER enquired the use to which it was intended to apply the steamer referred to in the report?—The CHAIRMAN said that the object of the steamer was principally to tow down lights from Nanaimo to Victoria, but she also carried coal herself. They hoped likewise to get a subsidy to carry the mails. He might explain that the current was such that sailing vessels could not possibly use the inner channel, and that the use of the steamer would give them an advantage of 70 miles.—Mr. SELBY observed that she paid her expenses out by the freight she carried.

Major GORDON enquired whether any of the town lots had yet been sold, and what was their estimated value?—Mr. Justice HALIBURTON said that some of them had been sold, and that the value of the land varied from \$400 to \$700 per acre; the water lots were, of course, more valuable.—The CHAIRMAN said that the value of the land would depend very materially upon Nanaimo being made a port of entry. By their last advice they were informed that the Governor was likely to accede to their wishes.

A SHAREHOLDER asked whether the burning of lime would be attended with profit?—The CHAIRMAN replied that it had not. The directors felt that they would not be profitable to do so. When he was there they were exporting it to San Francisco.—Mr. SELBY said that the two main questions were the land and the coal.

Mr. HILL remarked that he saw the names of several of their directors on the board of the British, Columbia, and Vancouver Island Financial Company, and would be glad to learn whether the prospects of that undertaking were good, or whether it would have any effect upon their own company?—Mr. SELBY occupied a seat at the board of the Investment Company, and could only say that both he and the other directors of the Coal Mining and Land Company had every reason to anticipate the best possible results for the Investment Company. The meeting might rely upon it that it would have no prejudicial effect upon their company—quite the reverse. The Investment Company could borrow money here on their debentures, and realize the high rate of interest paid in Vancouver Island upon it. He considered that any circumstances which tended to aid settlement in the district could not fail to be advantageous to them. Nanaimo is by far the most important port of Vancouver Island as to geographical position, both in the island and as to British Columbia.

Upon the proposition of Mr. SELBY, the retiring directors—the Hon. C. W. W. Fitzwilliam and Mr. Irwin—were re-elected; and, upon the proposition of Mr. FRY, Messrs. Woodhouse and Lovelock were appointed auditors, and 211. each was awarded as remuneration.

A SHAREHOLDER enquired whether a special resolution declaring the dividend had been passed?—The CHAIRMAN said that it had not. The directors felt that they would not be justified in doing so until the accounts, properly audited, were before them. The documents on the table, which were, no doubt, correct, were open to the inspection of the shareholders, but they could not take them as official until they had been audited.

Thanks were then voted to the directors and secretary.

Mr. JUSTICE HALIBURTON tendered his best thanks on behalf of the board for the vote just passed. There were some adverse circumstances to overcome at first, but they were now happily passed. The quality of the coal was now proved to be so good that the shipments were rapidly increasing, and it was likely that it would supersede English coal in the Pacific. It was found that with a slight admixture of Welsh coal they obtained a better mixture than any that could be procured here.

Major GORDON considered that, judging from the excellent results achieved, there must have been great exertions on the part of those in Vancouver Island, and he believed that he would only be expressing the sentiments of the shareholders generally in proposing a special vote of thanks to Messrs. Nicol and Wallace.

Mr. JUSTICE HALIBURTON considered that the exertions of the resident officers were very satisfactory to the company.

Mr. SELBY said they had received suggestions from Vancouver that they should make some contribution to the schools; they felt the justice of the proposition, but, being in a fiduciary position, they had simply given a promise to Mr. Nicol and the bishop that the question should be brought before the company. It was explained that the proposition of the bishop was that he should provide two-thirds of the expenses of the school (the school is built), upon condition that the company should provide one-third. This would be 500, a year, but it was for the shareholders to decide what they would do in the matter.

Mr. JUSTICE HALIBURTON thought that nothing should be done until they had the regularly audited accounts before them, and that then whatever was given should be as a donation only.—The subject was then left to the discretion of the directors.

Mr. CHACE (the secretary) then read the notice convening the extraordinary general meeting, and it was resolved that in future the meetings should be held in May and Nov. Instead of March and Sept., and that there be an extraordinary meeting on the first Thursday in May next, to confirm this resolution.

Upon the proposition of the Rev. Mr. ROBINSON, thanks were voted to the Chairman for his conduct in the chair, and the proceedings terminated.

NERBUDDA COAL AND IRON COMPANY.

The annual general meeting of proprietors was held at the London Tavern, on Thursday.—Mr. HENRY HAYMES in the chair.

Mr. HEATH (the secretary) read the notice convening the meeting. The report of the directors (an abstract of which appeared in last week's Journal) was taken as read.

The CHAIRMAN said the report contained all the information the directors had to communicate upon the subject of the contract with the Great Indian Peninsula Railway Company. But a letter had been received from Mr. Hunt, who was engaged in constructing the Jabalpur portion of the East India Railway, in which he stated that he was glad the proposed agreement with the railway company had failed, for he was persuaded it was for the interest of the Nerbudda Company not to make any arrangements at present with them. Since that letter had been received, one of his colleagues had received a letter which had been written by Mr. Walker, the manager of the Ranceganj Colliery, in which he stated that the Nerbudda coal showed the best results, for he (Mr. Walker) had made some experiments with it, and it had produced results better than any other description of Indian coal—it gave out the same heat as many of the best English coal, and was well suited for locomotive purposes. Those letters would have appeared in the report of the directors had not an objection been raised to their being printed, but permission was obtained to read them.

Having stated that he should be glad to afford further information that might be required, he concluded by moving the adoption and reception of the report and accounts.

Mr. WILDS (a director) said that the terms offered to the Great Indian Peninsula Railway Company, some months since, were thought exorbitant, although the price proposed was slightly in excess of what (as a director of one of the Bengal Companies) he knew coal was being sold at to the East India Railway, although in Bengal there were several collieries at work. Therefore, whatever price might be ultimately asked, no one could say that the directors of the Nerbudda Company had not made a fair offer.

Mr. WAGSTAFF wished to know where the interest came from that had been paid, for it appeared to him that the interest had been expended.—The CHAIRMAN replied that the interest paid to the shareholders was from a fund formed by profits on money invested, transfer fees, &c. It did not touch the capital at all.

Mr. WAGSTAFF said it appeared from the balance-sheet that of the capital there was left only about 5000.—The CHAIRMAN said the amount referred to was simply the money in hand. The shareholders themselves thought the interest which had accumulated should be divided, and passed a special resolution to that effect.

Mr. VILLESBOISNET wished to know when it was expected the railway would come up to within a reasonable distance of the company's collieries?—The CHAIRMAN said that he expected the railway would be completed up to the collieries in December next year, and the East India Railway, he believed, was not far from being completed.

Mr. VILLESBOISNET suggested that the accounts should be presented in a different form. At present they did not show what had been paid for the concession, or what had been paid for directors' fees, &c., or for the works at the mines. Those items ought to be shown, in order that proprietors might know what should be carried to capital and what to profit and loss. Had a profit and loss account been attached to the accounts originally, as was usually the case, he was quite sure no description of dividend would have yet been declared. Had he been a shareholder at the time he should have done his utmost to have prevented it, for he could not conceive they could divide profits while the expenses were so great. He found an item in the accounts of 291, for interest, which he considered a small amount upon 5000, or 6000, and especially when they recollected that money for coal mines had been very dear.

The CHAIRMAN, in explanation, said that the general expenditure, as per balance-sheet, could not by any possibility be shown in any other way, unless the whole of the items from the beginning of the company were reprinted. The item of general expenditure would, of course, augment from year to year—the amounts were given for each separate item during the past year. As regards the expenses of management, the European expenses were now quite as much as they would be if the company had a contract, and the only addition would be for native labour. As regards the item for the contract for lime, that was a small sum paid, but it did not refer to the question mentioned in the report. The letter concerning the interest was not received until after the report was issued. As regards the item referred to by the hon. proprietor as for interest, it was really the balance due upon some of the interest warrants. As regards a profit and loss account, as soon as a contract was entered into the directors would only be too happy to adopt the suggestion, but until some profit was made he could not see how a profit and loss account could be drawn out. It had been said that a dividend should not have been declared, but he could inform that gentleman that it was never paid as a dividend, but merely as a payment of interest. Even that was not done by the directors, but at the suggestion of shareholders, who thought it only fair that the interest accumulated should be divided. The directors took special powers that, on June 30 and December 31, they were to be paid as interest, and nothing else—it did not touch the capital one way or the other. As regards the amount paid, the Government, before they would consent to grant the concession, insisted upon 20,000, being called-up and paid to the bankers. A much larger sum than that was paid up by the shareholders, and that was where the profit came from which had been received by the shareholders in the shape of interest, the amount being invested in Indian debentures, &c., and placed on deposit at the various joint-stock banks.

Mr. VILLESBOISNET wished to know what portion of the 24,000—the sum expended—had been placed to capital, and what portion to profit and loss?—The CHAIRMAN said the whole had been placed to capital.—Mr. VILLESBOISNET did not think that was a correct way of proceeding, and stated that it would bring their affairs into a very unfavourable position.—The CHAIRMAN said the expenditure up to the present time had shown itself perfectly clear, and no other plan could be adopted until a contract was entered into. The moment they got into a question of profits the whole of the details would be given to the proprietors in the shape of a profit and loss account.

Mr. BLACKWELL (the consulting engineer) stated that the demand for coal had not yet commenced, but still they were raising coal and stocking it—perhaps some 2000 or 3000 tons had been raised. When he came from India, some months since, he went into the question as to the position and capabilities of the company's property. But he might inform those who had but recently become shareholders that there had been sent to India two large steam-engines, boilers, and a large assortment of plant, which, he need hardly say, had cost several thousand pounds. A mile of railway had been laid down, and a great deal of underground working had been carried on. Of course they could not in four years open a large mining property without a large outlay: that which cost 10,000 in England would be cheaply done at 20,000 in India. But the colliery was now simply waiting for a demand for coal, when a large and lucrative business would be commenced. At the present time the colliery was in a position to produce 200 or 300 tons of coal per week, but it was now being put in a position to raise much greater quantities. At the present price of coal, if they only raised 10,000 tons per annum, there would be a very good dividend for the shareholders. As soon as the railway was opened, it would run within 10 miles of the colliery, and be entirely dependent upon this colliery. At least, the only other means was to bring coal from Bombay—a distance of 600 miles, and where it would cost 30s. or 40s. per ton. He certainly thought it was for the future advantage of this company that the railway company did not enter into the contract. He had been a large shareholder from the first, and he certainly did not intend to part with any of his interest, at any rate until he had received some good dividends. Ultimately, he did not see any limit to the quantity of coal that might be raised. It was believed the railway would make a branch line to the colliery.

The CHAIRMAN said they possessed the power to make a railway, if the railway company did not do it.

Mr. WILDS said if the railway company did not come to terms with them, the result would be that they would have to pay more for their coal. The colliery could be sold to-morrow for four or five times the amount it had cost the company. Judging by the Bengal prices for coal, the colliery was worth 150,000.

Mr. HUNT quite agreed with the directors that the amount laid out for the opening of the colliery must go to the debit of capital.—The CHAIRMAN, in reply to a question, stated that if more capital were required the directors would, probably, make a small call on the 11. shares, although they could issue debentures, but it entirely depended upon circumstances.—The report and accounts were received and adopted unanimously. The retiring directors and auditors were re-elected.

The meeting having been made special, it was agreed that the original agreement with Mr. Blackwell (the consulting engineer) should be cancelled, and that in future his salary be 3000, per annum, and 1½ per cent. upon the net profits after 5 per cent. had been earned, the directors reserving the power to redeem the agreement for 75000. Some formal alterations were made in the Articles of Association.

A vote of thanks to the Chairman and directors terminated the proceedings.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

Notwithstanding the impediments to general business, arising from the Easter holidays, together with the preparation for, and the usual, fortnightly settlement or account, there has been a considerable amount of business transacted in the Mining Share Market during the week, and there appears to be an active market in prospective. The account took place on Thursday, when some heavy business was completed, although there was an evident tightness in monetary matters. For several progressive and dividend mines there have been good enquiries at advanced rates, whilst others have declined or fluctuated.

WEST SETON and WHEAL SETON have been freely dealt in, but left off weaker.—CLIFFORDS have slightly improved, and in fair demand.—NANGILES have been done at lower rates.—EAST BASSETS were freely sought for, but have been offered at lower figures.—STRAIT PARK and BULLER are in better request, and slightly improved.—EAST CARADON has advanced, and more enquiries.—TINCROFTS are offered at lower rates.—SOUTH TOLGUS and CARROLL are bought at higher rates.—GREAT SOUTH TOLGUS are heavy, at quoted prices.—WENTWORTH CONSOLS are rather quiet, but show a tendency to improve.—WHEAL GRENVILLE have been in good demand, and large transactions have followed, at improved rates, with a prospect of further improvement.—EAST GRENVILLE have fluctuated, but left off firmer.—NORTH TREKKEBYS have been done at lower rates, but likely to improve.—ST. DAY UNITED continue firm, and freely dealt in.—GREAT WHEAL BOSTY have advanced, and eagerly sought for, in consequence of the separation of Old Hallenbeagle Mine, to be worked independent of the former: the shares having been allotted to the holders of Great Wheal Bury, *pro rata*.—WHEAL KRYTH (St. Dena) has been bought, but rather more in request.—EAST ROSEBURY have been done at lower rates, notwithstanding the improved prospects of the mine.—WEST CHIVERTON have not been quite so active.—CHIVERTON continue heavy at present prices.—NORTH SHEPHERDS and CHIVERTON MOOR are offered at lower rates.—EAST LOVELLS have again advanced, and are in good demand at higher figures, arising from a reported improvement in the mine.—BASSET and GYLLS have been dealt in at higher rates, and good at present prices.—GREAT WHEAL FORTUNE have declined, in consequence of a falling off in the value of the recent discoveries.—SITNEY and CARNALL and SITNEY WHEAL METAL have been quoted lower, although the prospects of the former are looked upon as greatly improved.—SOUTH CONDUARDS have been freely dealt in at improved prices, but since declined.

GREAT WHEAL VORS continue to command an active market, and have been largely dealt in, advancing on the late decline.—PROSPER UNITED are slightly better, and more required for.—EAST PROVIDENCE have been done at nominal prices.—PROVIDENCE and MARGARET shares are rather quiet.—SOUTH CARADON are in request at minimum quotations.—EAST CARADON have advanced, and are in good demand, arising, no doubt, from the improved prospects of the mine, and the expected increased dividend at the ensuing meeting.—MARKE VALLEYS are slightly better.—GONAMEN and HERODSFOOT are in request, at buyers' prices.—THELWENT and MARY ANN are also required for at minimum quotations.—DEAKIE WALLS have slightly improved, and more business doing.—HIMOX DOWNS have been quiet, but maintain their quotations.—EAST RUSSELLS are in good request at improved rates.—CREMONS have declined, but likely to recover.—EAST CARADON: Cauter Lode: The 50 east, on north part, is worth 25½ per fm. The 60 east is worth 10½; the 70 east, 5½; the 80 east, 20½; and the 90 west, from 20½ to 25½ per fm. They have commenced the cross-cut from this lode in the 80 towards the new lode.—New Lode: The 60 east is worth 12½ per fm.; the 70 east, 5½ per fm.—South Lode: The 70 east is worth 25½ per fm.; the 70 west, 10½ per fm. The quarterly meeting will be held on Wednesday, when a dividend of at least 2s. 6d. per share may be expected, with a good balance carried over from the profits of the three months' working.—EAST TREKKEBY is still looking very promising in the 12 west, the two stops being worth, together, 16½ per fm., the east 5½, and the eastern stop 16½ per fm.; the lode appears to be holding down very satisfactorily. The eastern ground is improving for driving.

WHEAL GRENVILLE is reported to have improved in several important points. In the 110 west they have a good lode, and daily expecting to intersect the new lode in that level; this lode is looking well in the 100 east. The rise in the 100 west is in a lode worth 15½ per fm.; in this level they have also a leader of tin valued at 70½ per fm.; and all the upper levels, both east and west, are yielding large quantities of rich work. The general prospects of the mine have greatly improved, and bid fair to prove of a permanent and profitable character.—EAST GRENVILLE is also reported to be looking much better, and the ground is being developed, as in driving about 20 fms. west, they will be in a line with the channel of ground which made the rich course the adit, and in the 15, on the Sitney lode, and is opposite the rich tin ground in Wheal Michal; therefore, great improvements are fully anticipated to come off shortly.

EAST LOVELL.—A rumour has prevailed that some improvement had taken place; but by reports since received no change has been noticed. The shaft continues worth 100½ per fm., and the stops in the back and bottom of the 20 are worth 50½ per fathom each, and all other operations progressing satisfactorily.

BASSET and GYLLS.—The prospects here are of the most encouraging nature, the mine having generally improved. The returns of tin will be kept up for some time, at present they are raising over 1 ton per diem.—GREAT WHEAL FORTUNE.—The recent discoveries have fallen off in value, but there are appearances which are considered of high importance in several places, and will no doubt lead to great results. Although of no positive value for tin, it is the certain harbinger of better things.

At SITNEY and CARNALL the prospects continue to improve, and are of a most encouraging character. The lode in the mine in the bottom of the 85 is looking remarkably well, rather better than last week, and the 95 is expected to be cut daily, and when fairly developed will open a long run of rich tin ground. The cutting of the new lode, south of the 100, will, with all its consequences, be in driving about 20 fms. west, they will be in a line with the channel of ground which made the rich course the adit, and in the 15, on the Sitney lode, and is opposite the rich tin ground in Wheal Michal; therefore, great improvements are fully anticipated to come off shortly.

From Mr. EDWARD COOKE.—A fair amount of business has been done during the week, and prices of several mines have advanced. Among those that have been favourably affected are EAST LOVELL, EAST CARADON, PROSPER UNITED, and WHEAL GRENVILLE. GREAT WHEAL VORS have advanced. Until the market is cleared of the large number of shares that have been bought on speculative account there will not be much rise. The mine is steadily improving, and bids fair to become again as important as it was years gone by. If necessary there would be no difficulty in returning nearly double the quantity of tin monthly than is now being done. The purchase of the adjoining mine, East Wheal Vor, with all its consequences, will be in driving about 20 fms. west, they will be in a line with the channel of ground which made the rich course the adit, and in the 15, on the Sitney lode, and is opposite the rich tin ground in Wheal Michal; therefore, great improvements are fully anticipated to come off shortly.

From Mr. JAMES CROFTS.—Whatever difference of opinion may exist on the subject of holidays, there is no doubt that they are rapidly adding one more to the "institutions" of the country, and to adopt the popular side of the question, deservedly so, for possibly it may be conceded that short periods of relaxation from business rather give a zest to its resumption than otherwise, and thus since the late Easter holiday has faded into the past there is certainly renewed activity in the Mining Market, principally among the higher classes of shares, whilst in most others the dealings are very limited, accompanied by considerable diminution on the part of investors, in the exchanging that class of concerns contently, and for many years in succession, subject to call. The new fashion of providing out of the first cost of shares an assumed capital to work a mine to the point of success is apparently much relished by investors, and deserves praise. A mine thus constituted, and upon whose merits the writer commented a fortnight since—NORTH CHIVERTON—has, for instance, 40000, capital in hand, said to be a sum ample for its development; and, supposing a cost of 2000, to 2500, per month, the work may be kept on vigorously for sixteen to eighteen months, whilst, from the character given to the mine by its reporters, the capital may not all be required, and certainly the report from the agent this week supports that view. Mr. Hampton writes, March 30:—The lode in the 100 fm. level has been found, and is worth 12½ per fathom for the whole. By next week 50 tons will be ready for sale (value not stated, but probably 2½ to 3½ per ton); but, what is of more importance in a mine to be worked for lead, there is a good bunch reported under the blende, which will be developed a few days after the engine goes to work. The following paragraph is also highly encouraging:—"In the new engine-shaft the indications become stronger and better as we go down, and I am thoroughly convinced that most satisfactory sales of both lead and blende will be the result of our operations, especially as we may look at our good neighbours, and witness their prosperity under very similar circumstances." It is only necessary to add that the shares are being rapidly disposed of, and chiefly in certain large towns north of the Tweed.

A mine deserving some notice, if only on account of the writer's intimate connection with it in former years, is OKEIL TON (copper), near Calstock, in 2048 shares, and now turning out large quantities of ore of an improved and improving quality, and indicating shortly, it is hoped, the commencement of dividends. Shares are scarce, but if met with should be bought. At Birch Ton, little known on the London market, a fine lode has been cut, and the mine said to be opening up "splendidly." From Devon CONSOLS (tin) they announce a valuable discovery on a caunter lode 10 fathoms east, of which samples have been forwarded to the office. The writer introduced this concern into his letter of last week, and since understands that additional time has been given to the public to subscribe for the shares, and in the meantime exertions will be made in the way of development of the lode, re-accreted by the prospectus to be both numerous and rich in tin ore.

The shares in BEDOU-ACR have now been nearly absorbed by sales this week. The agent writes (March 24):—"This mine is certain to pay well in a short time." In 3 yards more sinking the shaft will be 70 yards deep, and a short cross-cut will then be commenced to the Blynna vein. This may occupy not more than five to six weeks. Shares in GREAT MINERS are sought for at the present reduced price, and, perhaps, with its prospects when the engine is erected, and Edgemoor shafts of water, no shares can be more safely recommended as an investment, or for a considerable advance in value. The same reasoning may apply to BAYFORD HALL, under the excellent management of Mr. Thos. Felce, of Bedou-Aur. The leading mines of the market, or those in which most business is doing, are NANGILES, GREAT FORTUNE, WEST CHIVERTON, CHIVERTON, EAST BASSET, CREBON, GRENVILLE (considerably advanced), GREAT EAST, EAST LOVELL (also advanced), and PROSPER UNITED. PENDEEN shares are active, without advance. EAST CARN BREA, VOR, and NORTH CROFTY all in demand.

The latest addition to the enterprises stimulated by the great success of West Chiverton and others in the Farnhamshire district of Cornwall is the GREAT SOUTH CHIVERTON, constituted provisionally in 25 shares, to be managed in the office of Mr. L. Lelean, and explored for lead ore under the superintendence of Captain John Nancarrow. The writer has carefully perused the manuscript documents appertaining to locality and merits, and gleams therefrom the following:—It adjoins WEST CHIVERTON and CHIVERTON MOOR, the former extending the whole length of its north boundary, and thus it naturally belongs to the group of Chivertons, but notably to WEST and WHEAL CHIVERTON, the lode ascertained to be in the sett being parallel with those yielding such vast quantities of lead in WEST CHIVERTON. Its geological position resembles that of EAST ROSE, which yielded 288,000, in dividends. These statements of Mr. Nancarrow are confirmed by Mr. Martin George, whose report is dated Jan. 14 last, and concludes—"My opinion is that when the mine is laid open it will be one of the great prizes of the district." Mr. J. Hampton, of North Chiverton, also reports, and considers the district rich for lead ever discovered in the West of England; and on March 15 Capt. Nancarrow reports the discovery of four lodes, "all of which look well for the production of lead." The prospectus is in preparation, which will give all necessary details, and it is suggested that it should not only be accompanied by a map showing the surrounding mines, but the true bearing and course of the lodes having connection with the most important of the Chivertons, since the public cannot be too well instructed on such facts as bear upon the ultimate success of any new adventure.

FOREIGN MINES.

CAPITA SILVER.—Capt. Bray, Feb. 7: The only changes I have to note are that La Esperanza level west, on the main lode, has become more favourable for driving; that in the level on the lode of San José, west from San Francisco level, we are opening up a nice little branch of ore, the only defect of which is its narrowness; and in the cross-cut, north from Nostro Amo, where we have cut a branch of muddle from a quarter to a third of a vara in width, with stones of good ore, we must be near the lode of San José, to cut which is the object of the cross-cut.

LAGUNA.—J. R. Rule, Feb. 23: In sinking the Laguna shaft, which has now a depth of 40 varas from the surface, we continue to find ores as hitherto, and the quality we have broken and at the surface is present towards forming tortas No. 3 is about 45 varas. The water has rather increased since last month, but not so as to cause much inconvenience to the sinking with boats. The 25 vara level has been resumed driving east, and has now a length of 16½ varas; the vein is sparry, and generally most productive on the south part, the level is being continued towards that side. The torta No. 2, of 140 varas, appears to be going on well in the patio, and its silver will probably be got out by March 10.

PACHUCA.—Capt. Paull, Feb. 24: The lode in La Cruz east is still improving, and composed of more quartz, with spots of blue ore thinly disseminated. The Jabones contain a good deal of bronze of low ley, the end is quite dry at present, the water is coming from the south about 8 varas back from the end, and is, no doubt, draining San Jorge level, which is not nearly dry. We have driven 7½ varas in La Cruz west during the month; the lode is very wide, composed principally of Jabones, with traces of quartz running in all directions. Eastwards the lode is now met with water in the north side, which has caused it to sink in Las Animas winze, which will soon be dry. I believe I omitted to mention in my former letter that in cutting through the lode south from the patio, in La Cruz level, we met with a branch of spar, 8 in. wide, with blue ore on the footwall, which was only up a vara from the bottom; the remainder of the lode, which is very large, is chiefly of Jabones and calcareous spar. We have resumed the driving of San Juan level, with the intention of intersecting the lode mentioned in my last, and coming under San Pascual shaft; in order to sink the latter it is necessary to erect a horse-wheel, and the men complain very much of drawing the stuff with the tackle. The lode in San Luis west is still very large; in fact, we have not yet reached the north wall—there is a great deal of water, with Jabones and bronze, and occasionally meet with spots of blue ore in the hard spar. The ground is much harder, and the lode of just the same appearance as last month, but we are able to resume the clearing of the old shaft, and, according to reports, I trust to meet with good ore in some of the old workings.

UNITED MEXICAN.—Guanaxuato, Feb. 18: Mine of Jesus Maria y Jose. There is little change to report in the general condition of the mine. The works from which hacienda ore is produced are the same as enumerated last month, the greater part of the best class being obtained from the reserves. The frente and contralote of San Juan gave a larger quantity of ore of a moderate ley. For some time a cross-cut has been in progress from the Trinidad level to cut the north-west vein at about 36 varas above the San Juan level; about 30 varas in length are now driven to cut the curve. Some years since a level, called San Pablo, was driven to a considerable distance along the north-west vein at 140 varas from the surface, and about 50 varas still higher than the cross-cut referred to. No ore was found, but it is probable that the clavo (bunch) it continues to this height, slants away to the north to a distance not reached by the San Pablo frente, which may hereafter be advanced. The cross-cut of San Carlos, which will lead to the exploration of much of the lower portion of the mine, has been driven 9-10ths varas during the month. Bascone's works give the usual amount of ore, and have been subject to little variation. The regular miners have extracted 5438 cays of ore during the four weeks, and the bascone, 2640 cays, sold for \$6905-5, half being as usual on account of the mine. The profits for the month of January amounted to \$3301, including the Duran rask, the value of which was \$947.—Mine of Trinidad. A bascone continues to work on a rich, but narrow, strip of ore which he has discovered.

SAN ROQUE.—C. Remay, March 12: San Estevan shaft has reached the depth of 31½ varas, or (say) 33 varas 0 ft. 6 in. from the present shaft top, the lode having been raised 5 feet by the walling, which is now completed. The sinking for 11 is 4 varas 2 ft. 6 in. No. 1 level, east of San Francisco shaft, has been extended 21 varas 0 ft. 6 in., having a total length of 50 varas 0 ft. 6 in. east of said shaft. The lode advanced in this month is, as mentioned in my last report, in the old workings, well reach to within 1½ and 2 ft. of the bottom of same. We are again in whole ground, after having passed through 20 varas of old workings, showing in all its length a productive lode in bottom, worth from 4 to 6 tons per fm.; on entering into whole ground the richness of the lode somewhat decreased, being worth at present 1½ to 2 tons per fathom; not enough level west of said shaft has been advanced, 10 varas, the lode was unproductive in the first 10 varas, when it again improved to productiveness, and went from 1 to 2 tons per fm. In San Antonio's shaft No. 1 level, east has been advanced 2 varas 2 ft. west, 18 varas 2 ft. 3 in. east; the lode ore, and of very promising nature; west the lode at present is unproductive and hard. San Augustin has been sunk 11 varas 1 ft. 3 in., having a total depth of 44 varas 2 ft.; said shaft is down to water, and we have commenced a cross-cut to a second lode, north of the one we have sunk this upon. No. 5 shaft has been sunk 3 varas 2 ft., and has a total depth of 4 varas 1 ft. below the 40. The 50, east and west of Santa Teresa shaft, has been advanced east 4 varas 0 ft. 6 in., and west 3 varas 2 ft. 6 in.; the lode in the eastern end is ore, and of a promising nature, west the lode is powerful, and makes ore in large quantities or bunches. The San José winze, in the 50, east of engine-shaft, has been deepened 4 varas 1 ft. without any change in lode having taken place. In the engine-shaft we have completed the divisions and ladder-way between the 50 and 60, and are cutting plat, &c., with 12 men. The 60, east and west of engine-shaft, has been advanced east 4 varas 1 ft. 6 in., and west 3 varas 2 ft. 6 in.; the lode in both ends is favourable for driving, and produces fine specimens of galena. The 50 fm. level end, east of Ruiz winze, has advanced 3½ varas, without any notable change in the lode. Salvador winze, in the 40, and west of Anton winze, has been sunk 5 varas 0 ft. 3 in. in porous lode, producing occasionally good jumps of ore. The 50 fm. level end, east of No. 2 shaft, has been advanced 3 varas 1 ft. 6 in. to unproductive lode. The 50 fm. level cross-cut, driving north level, east of before-mentioned shaft, has cut the north lode about 2 ft. wide, of promising nature; we intend to explore the lode at this level. We have made but very little progress in the sinking of No. 2 shaft, owing principally to the heavy rains we have had this month, for the same reason we have not been able to commence the sinking of No. 1 shaft. The stops, as to productiveness, are as usual. The amount of production is 158 tons. My estimate of cost of bargains in leading workings and stops, with the produce in ore obtainable therefrom, for the month of March is—cost, 61,700; produce, 180 tons. The number of miners 176, subdivided as follows:—12 men cutting plat, &c., in engine-shaft, to spend 30 varas; 44 men, in shafts and winzes, to spend 32 varas; 64 men, in levels and cross-cuts, to drive 38 varas; 56 men, in stops, to spend 455 varas.

LUSITANIAN.—March 19: Palhal Mine.—Basto's Lode: In Taylor's diagonal engine-shaft, below the 80, the lode is worth 4 tons per fathom. In the 80, east of Taylor's engine-shaft, the lode is worth 2 tons per fathom. In the 50, west of the same shaft, the lode is 2 feet wide, composed of a little flookan, mixed with the country. In the 70, east of Taylor's, the lode is 2 feet wide, composed of quartz and copper ore, worth for the latter ¼ ton per fathom. In the 70, west of Taylor's, the lode is 1 ft. wide, composed of flookan and quartz. The lode in the 60, west of same shaft, is worth 1 ton per fathom. In the 50, west of slide lode, the lode is 6 in. wide—unproductive. In the 50, west of Taylor's, the lode is worth ¼ ton per fathom. The lode in the 38, west of slide lode, is split into branches, some of which are producing small ore, but not enough to value. In the 18, west of Perez shaft, the lode is 1 foot wide, worth ¾ ton per fathom. The lode in the 8, west of Perez shaft, is small and unproductive. No. 1 stops, west of Francisco's winze, are worth 1 ton per fathom. No. 3 stops, west of Perez shaft, are worth ¾ ton per fathom. No. 4 stops, east of Francisco's shaft, are suspended. No. 5 stops, east of Patricio's winze, are worth 1 ton per fathom. No. 6 stops, east of River shaft, are worth 1 ton per fathom. No. 8 stops, east of Bail's winze, are worth 1½ ton per fathom. No. 9 stops, west of Joaquin's winze, are worth ¾ ton per fathom. No. 10 stops, east of River shaft, are worth 1 ton per fathom. No. 12 stops, west of Joaquin's winze, are worth 1½ ton per fathom. No. 16 stops, west of Norte's winze, are worth 1 ton per fathom. No. 17 stops, east of Nunez's winze, are worth 2 tons per fathom. No. 18 stops, east of Taylor's, are worth 1 ton per fathom. No. 19 stops, west of Patricio's winze, are worth ¼ ton per fathom. No. 20 stops, east of Norte's winze, are worth 1½ ton per fathom. No. 21 stops, east of Taylor's engine-shaft, are worth 2 tons per fathom. No. 23 stops, west of Pansa's winze, are worth 1 ton per fathom. No. 24 stops, east of Mill lode, are now worth 1 ton per fathom. In Serafin's winze, below the 60, the lode is worth 1 ton per fathom. No. 15—Mill Lode: No. 22 stops, west of River shaft, are worth ¼ ton per fathom. No. 23 stops, between the caunter and slide lodes, are worth ¾ ton per fathom. The lode in the 60, east of slide lode, is worth 1½ ton per fathom.—Caunter Lode: The lode in the 60, east of slide lode, is worth 1½ ton per fathom. In the 50, east of Machado's winze, the lode is worth 1 ton per fathom. In the 50, west of Machado's winze, the lode is 2 ft. wide, producing stones of ore.—Great Caunter Lode: No. 14 stops, west of the slide winze, are worth ¼ ton per fathom. No. 13 stops, west of Martinez's winze, are worth ¾ ton per fathom. In the 28, west of Mill lode, on the slide lode, the lode is 2 ft. wide, composed of flookan, quartz, and good stones of copper, mixed with lead and muddle. The ground in Oak engine-shaft is still hard.—Carvalho Mine: The lode in the 60, west of incline shaft, is 3 ft. wide, principally composed of quartz; there is a branch about 8 in. wide going off in the north side of the level, also composed of quartz, but we are not into it far enough to see if it will continue or not. The lode in the adit level, west of the River Calma, is very disordered at present.

COMPETITION DISTANCED BY MILES.—We understand that the 165. trousers supplied by Mr. Alfred Webb Miles, of 73, Brook-street, Hanover-square (by whom they were originated) are far superior to the best obtained of any of his numerous imitators, and that his customers ensure better value for their money in the various departments of his trade as a tailor than they are likely to get elsewhere. It may be noted to the address (73, Brook-street, his only place of business), as he formerly resided in Bond-street.—Observer.

BRITISH MINES.

however, there is every encouragement to proceed vigorously with the mine, and, in my opinion, the appearances in the sole of the 25 give strong evidence of good deposits of ore below. The shaft should be resumed sinking without a moment's unnecessary delay.

the 45, west of shaft, to two men, at 27. 10s. per fathom; lode worth from 67. to 87. p. fathom. The 35 east, to four men, at 67. per fm.; lode 18 in. wide, of quartz, prian, & yielding tin. The rise above the 45 east, against the new shaft, to four men, at 47. p.

HINGSTON DOWN CONSOLS.—T. Richards, March 30: The 110, west of Morris's engine-shaft is worth 40*l*. per fm. The slope in the back of the level, behind the end, is worth 70*l*. per fm. The 85 west is worth 15*l*. per fm. The rise in the back of this level is worth 18*l*. per fathom. No change at any other point. The last sales of ore weighed 453 tons 15 cwts.

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Mining Correspondence.

BRITISH MINES.

ABERDEEN.—A. Ede, March 28: The lode in the stopes in back of the 22 is not so good; the ground is becoming much harder, and a great deal more blende in it. I have nothing new to report on at surface, all is going on much as usual.

BAGTOR.—W. Hosking, March 31: The 16, driving west of Prosper eastern shaft, is much improved since last reported; it at present contains a leader about 6 in. wide, of very excellent work for tin, and its appearance, together with the tin ground driven through at this level, renders advisable the immediate sinking of Prosper eastern shaft for deeper levels, and preparatory to which we are commencing the necessary work of cutting pit, ground for cistern, &c.

BEDFORD CONSOLS.—Capt. Mitchell, March 29: Since the last general meeting the middle adit level has been extended east on the north lode, up to the present date, about 19 fms. 4 feet, on a lode varying in size from 14 in. to 3 ft. wide, composed of spar, mende, capel, prinn, and occasional small stones of black and yellow copper ore have been met with; the lode in the present end is a little disordered, and I think, from its general appearance, we are getting near the cross-course seen in the level above. For the future working of the mine I would recommend the present end should be pushed on with a full pair of men, and prove this lode east of the above-named cross-course; also cross-cut north and south to the side lodes, which can be reached within a comparatively short distance, the north one of which is about 15 fathoms north of our present adit level, and the south one is about 25 fms. south of the present driving, and where the two lodes meet, the south lode presents a highly promising appearance, and over 400 worth of tin has already been returned from a small portion of this lode; therefore, looking at the position of this mine, together with so many highly promising lodes, which can be laid open over 60 fms. deep from surface at the present point of operations, I consider that our prospects of success are good, and that it will ultimately be found you are in possession of a splendid piece of mining property.

BOSCAWEN.—J. Edwards, R. Giles, March 26: The lode in the 70, west of said shaft, is 20 in. wide, worth 15 p. m. for copper ore. The lode in the rise in the back of this level, against No. 3, is 2 ft. wide, worth 20 p. m. for copper ore. The lode in the stopes in back of this level is worth for copper ore 18 p. m. for copper ore. The lode in the 60, driving west of Hunter's shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 50, driving west of Hunter's shaft, is 15 in. wide, worth about 5 p. m. for copper ore. We have commenced to draw from the 30 at the cauter shaft. The new shaft is down 4 1/2 fms. from surface. Nothing new to notice since my last.

BOTTLE HILL.—J. Eddy, March 30: Seeing no improvement in our stopes west of Williams's shaft, in back of the 12, we have taken six men from this part of the mine, and put them to stop east of Williams's shaft, in back of the 24, where we find the lode to be much more tin than we have found in the lode about Williams's shaft. We have now six men driving the 24 east on the course of the lode; the lode in the end continues to hold its size, about 5 ft. wide, and producing saving work for tin, but not rich; we have also ten men stopping the back of this level, where the lode is about the same size, and producing about the same quality of stuff. We have examined the adit level on the new south lode, and find very little surface water going down; and as the summer is now approaching, and we can fairly calculate on some months dry weather, we think it advisable to resume our operations here at once. First, we think it advisable to drive the 12 east, and lode to the rise from the 24; this would drain our shaft to the present bottom; secondly, to drive the 12 fm. level west to get under the rich stop of ore we find gone down in the bottom of the adit level. We shall commence burning for our next sampling to-morrow.

BRYN GWIG.—F. Evans, March 22: The lode at the engine-shaft is 1 foot wide, composed of blende and lumps of lead ore, worth for the latter 15 cwt. to 1 ton per fm.; the ground is a little darker than usual. The 90 west is improving; lode 15 in. wide, with a nice leader of ore and blende, worth for the latter 1 ton per fm.; ground spare for driving. The lode in the 80, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 70, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 60, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 50, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 40, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 30, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 20, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 10, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore. The lode in the 0, driving west of the engine-shaft, is 2 ft. wide, worth 10 p. m. for copper ore.

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and I would suggest to sink to a 40 fm. level, in order to get a greater hold upon the ore ground, and on account of its being so easily wrought. In conclusion, I need only say that if the mine be energetically worked, I anticipate the results will be satisfactory to the shareholders.

CRANE.—H. Skewis, March 31: A lode has been discovered near the river in the western part of the sett, of a very promising character, but on which I cannot report fully for a week or two. No alteration in any other part of the mine since my last.

CRENNER AND WHEAL ABRAHAM UNITED.—J. Vivian, March 31: The excavations and mill-house are in a forward state, the two large houses are ready for the masons to commence immediately, and also the steam-whim house. At Vivian's shaft we have also cleared for saw-mill, smithy, account-house or offices for the mine, with several thousand tons of stone on the different flats for building; we have also cleared the old shaft for footway to the deep adit, and have put in a new footway to this deep adit level; we are progressing fast with securing the collar of engine-shaft, and have brought into these mines a large amount of the heavy pitwork. Our setting took place yesterday on the mines, when we let by contract the building of the engine-houses for the 90, 80, and 70-in. engines, with boiler-houses, and stacks for the same; also three steam-whim houses for the same, with the saw-mill, smithy, account-house, &c.; also, all the carriage of materials from the different ports in the West of Cornwall. All the operations are going on satisfactorily.

CROWN CONSOLS.—John Seymour, March 28: The shaftmen are progressing speedily with their work at Ward's shaft. They have finished cutting the pit at the 30, and are now engaged putting in a plate, solar, &c.; after this is completed they will have to sink 6 feet in the shaft for bearers and cistern preparatory for fixing the new lift of pumps. The stopes east and west of the shaft are still producing some tin and copper ore; two of the pitches are also producing some good tinastuff, and copper of a low quality. We shall sample tinastuff on Friday, and sell on Tuesday next. I think you may expect the 30 fathom level to be a good one, and I assure you we have every prospect of a good mine.

CUDDRA.—F. Packer, March 9: There is no alteration to notice in the 105 fathom level, as we are still driving the ends, both east and west, in the kilias under the lode. In the 90 fm. level we have cut into the lode 3 feet, but it is not yet cut through; as far as seen the lode is improved in character, being now composed of a beautiful peach, mixed with quartz, and producing some very good work for tin, and promising further improvement. In the 90, east of the cross-cut, the lode is 3 feet wide, and at present unproductive. The lode in the winze sinking below this level is 4 feet wide, producing work of a low quality. In the 75 west we are driving in the kilias under the lode, which is favourable for driving. In the stopes behind this end the lode is 3 feet wide, worth 10 p. m. for copper ore. The lode in the stopes in back of this level, and west of the boundary, is improved, and at the present time is 5 feet wide, and for 2 fathoms in length is worth 25 p. m. for copper ore. In the stopes in the bottom of this level the lode is 3 feet wide, producing work of a low quality. In the stopes in the back of the 63 west the lode is 3 feet wide, worth 10 p. m. for copper ore. On the whole, the mine has improved since it was last reported on.

CWM ERFIN.—March 29: The lode in the 20, going east of the boundary, is 1 ft. wide, unproductive. The lode in the rise in back of this level, 20 fms. behind the present end, is 6 ft. wide, and worth 15 cwt. of lead ore per fm. The lode in the different stopes over the back of the 20 without any alteration to remark, yielding on an average from 1 to 15 cwt. of lead ore per fm. The lode in the 10, going east of the boundary, is 1 yard wide, composed of clay-slate, quartz, blende, and lead ore, worth of the latter 1 ton per fm. There are five stopes in course of working over the back of the 10; the lode varies from 2 1/2 to 5 ft. wide, and will yield on an average from three-fourths to 1 ton of ore per fm. The 10 is being driven west of the engine-shaft by a full pair of men; the lode in this end is small and poor. The deep adit level, going east of the boundary, continues to look very promising; the lode in the present end is 4 feet wide, worth 2 tons of lead ore per fm. The lode in the stopes over the back of this level, 45 fms. east of the cross-cut, is 3 ft. wide, worth 1 ton of lead ore per fm. The men are making good progress in the new cross-cut going north from the side of the hill; we find it necessary to adopt this mode of proceeding occasionally, because we find the lode in the adit level, going west in the western part of the sett, is 1 ft. wide, composed of a light clay-slate, gossan, and small cubes of lead ore. The mine and the machinery are in good working order, and I consider our prospects are cheering. We have sampled this day 65 tons of lead.

DARREN.—R. Williams, March 30: The shaft is now down about 3 fms. below the 10; the ground is good for progress, and of a most congenial character; we hope by the end of the coming week the men will have completed their contract of 5 fms. The men in the stopes are now engaged in opening the south side above the new shaft to prove the ground, before we fully fill the space with attle; they have a bargain to cut in 6 ft. for 60s.; we find it necessary to adopt this mode of proceeding occasionally, because we find the lode in the north or south of the regular vein, but more frequently on the south side; when this work is finished we purpose bringing the stuff now in the adit level out, and depositing the same on the new shaft under the stopes in back of the 10, which will enable us to get at the back with greater facility, and by clearing the adit we shall be able to open on the ore ground in the back of that level, which we cannot at present do by reason of the said stuff. These matters will require some little time in accomplishing, but they are absolutely necessary, and at the same time will be beneficial to the concern. Matters at surface are proceeding in the usual way; and, on the whole, our prospects of success are very cheering.

DOLFRYNOG.—T. Kirkpatrick, March 28: No. 3 Shaft: This has been sunk 3 feet 6 in. since my last, making a total for the past month of 16 feet, or 2 fms. 4 feet. I have now set the last fathom we have to sink at 10 p. m. for copper ore. We have not cut any visible gold this week, but the quartz is looking as promising as ever. We have been able to push on well with the surface operations, having had beautiful weather this week. The stamps are all in place, the amalgamator fixed, the round buddle in hand, and I hope it will be finished this week. Morris Pugh will finish the water-wheel to-day. I shall commence working the little Brittons to-day, and will run 1 or 2 tons through them before stopping.

EAST BOTTLE HILL.—J. Eddy, March 31: We are still driving east of cross-course in the adit level by four men; we find the lode still disordered; it carries a little tin and copper, but is insufficient to value.

EAST CARADON.—J. Secombe, March 30: Cauter Lode: The 50 east, north part, is worth 25 p. m. for copper ore; the 60 east, 10 p. m.; the 70 east, 5 p. m.; the 80 east, 20 p. m.; and the 90 east, 20 p. m. for copper ore. We have commenced the cross-cut from this lode at the 80 towards the new lode.—New Lode: The 60 east is worth 12 p. m. for copper ore. The 70 east is worth 5 p. m. for copper ore.—South Lode: The 70 east is worth 25 p. m. for copper ore. The 80 east is worth 10 p. m. for copper ore.

EAST CARN BREA.—T. Glanville, J. Scholer, March 30: In the 60, driving east of the cross-course, the south lode will produce 3 tons of copper ore per fm. In the 60, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 50, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 50, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 40, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 40, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 30, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 30, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 20, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 20, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 10, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 10, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 0, driving east of the cross-course, the south lode will produce 2 tons of copper ore per fm. In the 0, driving west of the cross-course, the south lode will produce 2 tons of copper ore per fm.

EAST CLOGAU (Gold).—K. Roberts, March 29: Our setting was on Saturday last the prices shall appear in my next. In St. James's level on the north side the lode is getting wider, and the auriferous quartz is stronger, but hard and spar. The ground in St. John's cross-cut driving eastward continues hard, and setting out water. The lode in the 10, driving east of the cross-course, is stronger than usual. We are waiting for some time before the machinery is completed and ready to work.

EAST DARREN.—March 29: There is no change worthy of notice in the character of the lode in any of the levels and pitches throughout the mine since last report. We have sampled to-day 75 tons of silver-lead ore. Our drawing and dressing, with all other machinery, is in full operation.

EAST GREAT WORK.—J. Lean, March 31: The engine commenced to work for a permanency yesterday, and is working exceedingly well. The shaftmen are engaged clearing the debris from the shaft, and casting the pitwork, driving shaft, &c.; we are about to commence sinking to-night. The shaft to be sunk by nine men. Hopes to be kept to draw the stuff as it is broken, so that all speed will be in sinking.

EAST GUNNIS LAKE.—J. Phillips, March 24: The lode in the rise in back of the 36 is worth 1 1/2 ton of ore per fm., and is letting down a great increase of water, which I am happy to say has begun to make good progress in Gard's shaft.

EAST LOVELL.—J. Burran, March 31: The shaft sinking below the 26 continues the same in value, worth about 100 p. m. for copper ore. The stopes both in back and bottom of the 20, on the north lode, are worth 50 p. m. for copper ore. The 20 end, on this lode is poor. Nothing new has taken place in the 20 cross-cut south. Good progress is being made in preparing to sink below the 20 fm. level, on the south lode, where we shall commence in a course of tin.

EAST MARGARET.—R. James, Wm. Williams, J. H. Birch, March 31: In the 87, east of engine-shaft, the lode is poor at present. The stopes in back of the 87 east is worth 10 p. m. for copper ore. In the 77 east the lode is worth 6 p. m. for copper ore. In the 67 east the lode is worth 6 p. m. for copper ore. In the 57 east the lode is worth 6 p. m. for copper ore. In the 47 east the lode is worth 6 p. m. for copper ore. In the 37 east the lode is worth 6 p. m. for copper ore. In the 27 east the lode is worth 6 p. m. for copper ore. In the 17 east the lode is worth 6 p. m. for copper ore. In the 7 east the lode is worth 6 p. m. for copper ore. In the 0 east the lode is worth 6 p. m. for copper ore.

EAST ROSEWARNE.—J. James, March 31: In the 75, east of Hallett's shaft, the lode is 1 ft. wide, promising, and producing rich stones of ore. In the 75 west the north part of the lode is 18 inches wide, worth 18 p. m. for copper ore. We have also a branch standing to the south that will

WORKS DOWN.—Richard Harry, March 30: In the 60, driving south-east on the counter, the lode is 4 ft. wide, yielding a little tin, and looks promising to improve. The stope in bottom of the 60, west of pump-wine, is worth 91. per fm. In the rise over the 30 west of the lode is worth 81. per fm. In the wine sinking below the 10 east the lode is about 6 in. wide, at present poor for tin, but not unkindly. Other points of operation on the engine lode continue much the same as for some time past. In costaining the eastern ground we have succeeded in cutting a fine looking east and west lode, underlying south about 6 in. in a fathom: we shall commence sinking a new shaft on this lode immediately, which will be forced down by nine men as fast as possible; the lode is easy for working, and the ground about it is everything that can be desired for the production of tin ore; therefore, we consider the chances of success are very favourable.

YARNER.—R. Barkell, March 30: We have not done much in the 50 fm. level west during the week; the water has been in two days, and the men have been sampling. The wine sinking below the 40, west of shaft, is being pushed on as fast as possible; the lode is yielding saving work, and still carrying a good south wall. The stope in the back of the 40, west of shaft, is worth 3 tons per fm.; and the pitch in the back of the 30, east of shaft, 2½ tons per fm. The sinking of the shaft below the 30, on north lode, is also being pushed on, but no improvement in the lode; it still maintains its size, and is well defined. We sampled at Teignmouth to-day (computed) 92 tons—the sample looked pretty well.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

WHEAL GRENVILLE.—The new tin lode has been intersected in the 110, but as it will probably take some days to cut through it, no value can at present be put upon it. So far, however, it more than realises the agent's expectations, and there is every probability of its proving very productive when opened upon.

VIGRA AND CLOUGH COPPER MINING COMPANY.—The directors have declared a dividend of 11. 10s. per share, for the quarter ending March 31; and, in accordance with the opinion expressed at the general meeting, on Feb. 25, the directors, with a view to provide capital for the extension of present and the erection of new works, have made a call of 15s. per share, to be deducted from the dividend above ordered.

NORTH DEVON (Silver-Lead).—After long and patient waiting, success appears likely to crown the determined efforts of the adventurers in this mine, which is under good practical management, with a committee who look sharply after the expenditure, buying all materials for cash, and all costs charged up. The mine has latterly greatly improved, so that it is necessary to erect a water-wheel and crusher to reduce the increasing quantities of ore, which is becoming richer every parcel sold.

EAST WHEAL LOVELL continues to look well. The lode (north lode) in the shaft, now down 9 fms. below the 26, has improved, worth from 110l. to 120l. per fm. for its length. A wine will shortly be commenced on the south lode from the 20, worth from 60l. to 70l. per fm. The two months' profit will be about 650l. to 700l. The shares this week have advanced to 11½, 12, and it is the opinion of many near the mine that they will go to a very high figure.

CHIVERTON CONSOLS was started last November under favourable auspices, and the discoveries were so important as to warrant the immediate erection of an engine. Steps were taken for that purpose, and the mine was about to be prosecuted vigorously, when the promoters of North Chiverton laid claim to an important portion of the set. The dispute has been settled by the right of Chiverton Consols being admitted, and by the addition of a large and most valuable piece of mineral ground to the previously existing set. Awaiting the settlement of the dispute, operations were still carried on, and have led to the discovery of no less than nine east and west lodes, all of them strongly mineralised, three making lead to surface. One within 9 ft. of the surface producing ¼ ton of lead per fathom. The discoveries have created quite a sensation in the neighbourhood. The shares are increased from 5000 to 6000, 11. paid.

GREAT RETALLACK seems again likely to attract attention. Large quantities of blende have been raised, and many authorities are of opinion that a large quantity of lead ore will be found in the mine sooner or later. Two lodes have lately been cut, both containing lead, at only 12 fms. from surface, and another lode is expected to be cut soon; the agents consider these lodes will be productive at a deeper level. Should this prove the case, the shareholders will be amply repaid for their patience and outlay. Understand, that a circular has lately issued, that this mine is situated in the parish of Ferranabuloe. If so, it ought to create a special interest, as the celebrated West Chiverton is situated in the same parish, and who knows but what Retallack may in time become a rich mine.

WHEAL ELIZA.—This mine was formerly worked under the name of Bascudine, but from the leases being forfeited, the present adventurers took up part of the Bascudine set, and are now working under the above name. In less than 12 months a 66-in. cylinder engine has been erected, and the mine forked to the bottom, 102 fms. below adit. The first sale of tin, near 11 tons, was made on Saturday last.

WHEAL GRENVILLE is opening out well—indeed, far beyond the most sanguine expectations. The aggregate value of the ends is above 180l. per fathom. One point has improved in the last week from 35l. to 70l. per fm., and daily expecting to cut a productive lode at the 110 fm. level. The district is undeniable, and Wheal Grenville may be fairly said to be beyond a speculation. The "Cautious Man" has often recommended this mine, and those who took his advice will have reason to thank him.

COMPOSITION DEEDS.—The case of Ilderton v. Jewell came before the Court of Exchequer Chamber on a point which had been decided by the Common Pleas, whose judgment has now been affirmed, to the effect that a composition deed which does not extend its provisions to all the creditors is not binding, under section 192 of the Bankruptcy Act, 1861, on the creditors who have not executed it, and therefore a certificate under section 198 of the Bankruptcy Act, 1861, of the filing of such a deed affords no defence to an action against him who has undertaken to render the debtor.

PATENTED COMBINATION.—Where a patent is for a combination, a person who takes a new and material part of the combination, but does not apply it to a similar purpose to that for which it was applied in the patented combination, does not infringe the patent. This was the holding of the Court of Common Pleas in the case of Lister v. Eastwood.

WEATHER PREDICTIONS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I think every reader of the Journal must begin to perceive that the spring season of the present year will be as foretold by me—"a cold, wet, late spring." Already do we hear of inundations in every direction, while vegetation, from the cold, ungenial weather, is almost in a stagnant state. Such is the aspect of the season, not only in England, but even in Spain, the South of France, and throughout Europe. Last year at this time all was in a flourishing condition. The Earth showered her bounties upon us. We are now consuming the fruits of the late year, and wasting the riches it gave us: instead of returning them to the soil, we are polluting our streams. This continued *wilful waste* will bring *woeful want*. With a scarcity of grass, how is the farmer to feed his flocks and herds for the market to supply the nation with animal food? Without animal food how are we to live? I gave ample warning of the approach of the present weather, and cautioned our farmers to make the most of their present stores of provisions for their farming stocks. I hope they have taken my advice. On the other hand, let me inform our readers that on the lands irrigated with *town sewage* there will be no scarcity whatever. By May 1, on these lands the first crops of grass will be fit to cut. The cattle and farming stock there will revel in abundance, while on the ordinarily farmed, poverty-stricken land a thousand to one but we shall this year hear of the cattle absolutely dying of sheer starvation. No other nation upon earth abounds with the manurial resources that England does, which, if properly applied to the soil, would render us independent indeed; instead of which, we throw away our manurial resources, and thereby render ourselves dependent on foreign nations for our daily bread and our existence. Very shortly we shall hear of prayers in our churches, and days of humiliation for fair weather, but will the fair weather come? No; Nature, in reply, will only point with the finger of scorn to our poverty-stricken soil, and the wasted riches she has given us, and the polluted state of our rivers with that she gave us in the shape of food, and say, "That is not my way of cultivating the soil, or of conforming to the order of seasons." But if the words of reason fail to arouse a nation to action for its own preservation, we must wait the chastisement the order of Nature will surely inflict upon us in the shape of famine. Nature will avenge her broken laws.

In reply to numerous letters, I should advise our farmers to avail themselves of every day of fair weather to get in their seeds. Some fair but variable weather there will be, but do not expect *fine growing weather*. This is the best and only advice I can give, and the farmers must shape their course accordingly.

For the coming week, the weather will be changeable: some frosty nights, and wind more or less strong.

In reply to several enquiries, I beg to state I have issued no printed circulars on the weather whatever, and if any such circulars have been circulated in my name it is a fraud on the public.

26, Throgmorton-street, April 1.

GEORGE SHEPHERD, C.E.,
Author of the "Climate of England."

MR. WALTER TREGELLAS, STOCK AND SHAREBROKER,
12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.
Mr. TREGELLAS strongly recommends the purchase of Santa Barbara Gold, North Shepherds, and Chiverton Consols shares.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., pays particular attention to British Lead, Copper, and Tin Mines, for which he solicits orders to sell or buy, at net prices.

Mr. BATTERS can recommend one or two mines safe for an early rise of 100 per cent.; reliable information afforded on application.

JAMES H. COCK, MINE SHAREBROKER AND DEALER,
REDRUTH, CORNWALL.
J. H. Cock, having had 10 years' experience in the mining market, and being thoroughly acquainted with mines and their management, is in a position to advise or do business on the most advantageous terms. Cash or time bargains promptly attended to.

TO INVESTORS.—CONSULT MR. GRIFFITH,
27, LEADENHALL STREET, LONDON, E.C., who advises as to RESPECTABILITY, VALUE, AND PROBABLE PROSPECT OF SUCCESS OF ANY SCHEME, PUBLIC COMPANY, &c., whether already established or in course of formation.

MINING IN THE PROSPER DISTRICT.

A prospectus has already been published in the *Mining Journal* of the West Tremayne Tin and Copper Mine, and, after a careful examination of the set, Mr. Jehu Hitchens writes that he can, with confidence, recommend it. The engine and boiler are in good repair, and when the mine is drained there is copper ore in the levels to be at once raised, so that it is proposed to issue only 4400 shares at first, which will supply ample capital to get returns. The remaining 2000 shares can then be either issued at a premium or reserved, as may be determined at a general meeting. The adventure is considered to be *bona fide* and legitimate in every respect, possessing merits of no ordinary kind. In Prosper United Mine, to the west, the great elvan course, that traverses the whole length of West Tremayne set, is making the lode intersect most productive, yielding 10 tons of ore per fathom. In West Tremayne they have five lodes intersecting this same great elvan, the importance of which cannot be overrated, especially when considered in connection with the favourable terms on which the set is held—for 32 years, at 1-18th royalty. It is proposed to work the mine on the Cost-book Principle, which is considered, according to late decisions in the Stannaries, offers equal security to shareholders, without the formalities and expenses of the Joint-stock Companies Act. Considerable quantities of tin and copper ore have been raised from the mine, which is now 20 fathoms below adit, the adit being 20 fathoms from surface and 250 fathoms long. The whole of the work done will be of great value to the present company in saving both time and cost. The reports of the agents who have inspected the property are highly favourable. Capt. John Hendra states that north of the engine lode there is a very fine lode worked on from surface, about 10 to 12 fathoms deep, which yielded rich ore. A short distance north of this is the great elvan course that made so productive the rich mines in the Reilian and Rosevine districts, and towards which elvan all the lodes yet discovered in the set are underlying; where they join the adventurers may look for a mass of ore, as it has always proved so to exist in the district. Capt. R. Pearce considers West Tremayne one of the best pieces of mineral ground now idle in the district. Mr. Wm. Hollow regards it as a very fair and promising speculation. Capt. W. W. Martyn observes that, looking at the number of productive lodes running through the set, and the great elvan course underlying towards them, the intersection of which has invariably resulted in large deposits of ore, he can safely say that he knows of no piece of mineral ground in the district now idle that presents such prospects of raising large and lasting profits at comparatively small cost. The set is extensive, being 900 fathoms in length on the course of the lode, and 400 fathoms wide, whilst it has the additional advantage, that the ground, though easy for driving, will stand without timber, and that the facilities for the shipment of produce are unusually good.

FRONTINO AND BOLIVIA GOLD MINING COMPANY.—The allotment has been completed, and the letters will be issued this day. The applications have been more than equal to the number of shares to be allotted. As will be seen elsewhere, the directors have advertised for an efficient staff to proceed to the mines, so that active operations may be forthwith commenced. The favourable opinions expressed by several accredited authorities, with regard to the eventual permanent success of this enterprise, when it was first brought before the public, have since been fully confirmed by information derived from various disinterested sources. The superintendent, Capt. Goyen, who has had considerable experience in gold mining, states that the mines can at once return gold, and that the profits will increase as the development of the property is extended.

DEVON CONSOLS TIN MINING COMPANY.—The application for shares in this company, to the formation of which we have already alluded, has been very satisfactory. The set is situated on the south-eastern mountainous ranges of Dartmoor, and is held under leases from the Prince of Wales and Lord Churston for 21 years, at 1-18th dues. The purchase-money for the property, machinery, and leases has been £5000, the whole of which is to be taken in shares of the company. Mr. Josiah H. Hitchens has carefully inspected and favourably reported upon the property. He states that the grants form a portion of one of the richest localities of the Dartmoor great tin mining district, comprising the very ancient Bachelors' Hall, White Works, Nun's Cross, and Allaborough Mines, which have yielded enormous returns. He considers that the mines are, doubtless, some of the once very productive tin mines of Dartmoor, which are yet to be rendered much more profitably productive, by employing adequate capital, skill, and energy to open them out deeper—as in the case of the old Birch Tor and Vitrifer Mines, which are yielding very remunerative returns, and promise, with much certainty, to rank before long amongst the best tin mines of Devon and Cornwall. In conclusion, he regards them as offering an unusually good opportunity of some of the most profitable investments in Redruth. The purchase of a comparatively small amount (say from 5000l. to 6000l.) a very handsome percentage of profit will be realised. The prospectus appears in another column.

THE AVERAGE PROFITS OF MINING.—An important statement of facts, proving the success attending continued perseverance in mining enterprise, was made at the recent commemorative dinner of the Redruth Mining Exchange, by Mr. John C. Lanyon, the Chairman. The usual loyal and business toasts having been disposed of, the health of the Chairman was drunk, and, in acknowledging it, he stated that it was now 41 years since he was first induced to take a share in South Dolcoath Mine, in Hlogan; at all events, it was before his marriage, and after he had taken the share he went to her who was now his wife, and told her what he had done, which was a good deal for a young man in those days, expressing his fears that he should not be able to keep it. She asked him what he was going to sell it for, saying if he could afford to adventure in the mine, he could surely afford to keep it, and accordingly he did not sell out. The result was that he lost 400l. in that mine, which was afterwards stopped. It was subsequently re-worked by the late Capt. Tom Teague, unsuccessfully, as it was closed again, but he declined to adventure any more in that mine. The next mine that he was connected with was Wheal Bassett, in which he took 1-25th part, and held it on for some years, in opposition to the advice of some of his mining friends in Redruth. He had continued to hold shares in that mine ever since, and it had paid him more than 10,000l. in dividends. That money had enabled him to take shares in other mines, until at one period he held shares in no less than 82 mines in Cornwall and Devon. Now, they must be aware that to hold shares in 82 mines, some of which were contributing and others receiving mines, was a serious matter to a man who did not possess a large capital to begin with, but he persevered notwithstanding, and he would recommend them all to persevere also. Do not let them be daunted by failure here or there, but persevere, and they might depend upon it that Cornish mining would make the fortune of everyone who so acted. He did not think that he exaggerated when he told them that by Cornish mining he had cleared 40,000l. That was a fact which should prove an encouragement to the young men around him. Had a mining exchange been in existence in Redruth 40 years ago he believed that he should have cleared 40,000l. more than he had done; but in those days there were no facilities for buying or selling shares. Although a man might have calls to pay to the extent of 5000l., it was with the utmost difficulty that he could then sell a share, whereas now if he wanted to sell shares to the extent of 5000l., he would only have to say to a dealer sell for me so many shares in such a mine, and in the course of less than 48 hours the thing would be done for him. He again recommended them not to be daunted by failure here and there, but to persevere, and with good agents and good driving north and south in that branch in which they were engaged, he had no hesitation in prognosticating ultimate success.

ELECTRO-MOTIVE ENGINES.—Messrs. Storer and Hancock, of Nottingham, have provisionally specified an invention, which consists in thus constructing electro-motive engines:—In a suitable frame they fix a ring of magnets, which are charged with electricity from a battery in the usual manner, and inside this ring of magnets is fixed a circular rack or wheel with internal teeth. Upon a central shaft, to which rotary motion is to be communicated, they fix four or more arms, each of which carries a wheel with six armatures, more or less, free to revolve upon an axis, and upon this axis there is also a toothed pinion gearing into the circular rack. Upon the current being applied to the magnets in proper order the armatures are attracted, revolve on their axes, and carry round the magnets and shaft, which they are connected. Power for any purpose required may be taken from this shaft. In some cases they keep the arms carrying the armatures stationary, and drive round the circular rack or wheel, and take the power from it.

MANUFACTURE OF CAST-STEEL.—When cast-iron is subjected to the pneumatic process, and deprived of nearly the whole of its carbon, malleable iron is produced. Mr. Robert Mushet, of Coleford, has patented an invention, which consists in adding to melted malleable iron a quantity of melted refined cast-iron, by means of which addition the said pneumatised iron is at once converted into cast-steel. Refined cast-iron is cast-iron partially decarbonised and purified from silicon, and it may be prepared by various methods. The usual method of preparing refined iron, or finers metal as it is frequently termed, is by melting pig or cast-iron in the hearth of the ordinary refinery furnace, and by blowing air through tuyeres down upon the surface of the melted pig or cast-iron until a considerable portion of the carbon is driven off the said pig or cast-iron, and the melted refined iron is then run out and cast into plates or slabs, to be broken up for use. Refined cast-iron may likewise be prepared by partially decarbonising pig or cast-iron whilst in a melted state by the pneumatic process, or refined cast-iron may be prepared by melting granulated pig or cast-iron mixed with about 10 per cent. of oxide of iron in melting pots or crucibles. The refined iron may be produced in any other convenient way. The addition of the melted refined cast-iron to the melted pneumatised malleable may be effected in the refinery furnace, or the pneumatic furnace, or vessel which contains the refined cast-iron may be tapped, and the refined cast-iron runs off at once into the pneumatic converting furnace or vessel containing the pneumatised malleable iron; the melted refined cast-iron may be melted in a melting pot or crucible, and then poured into the pneumatised malleable iron contained in the pneumatic furnace or vessel; or both the refined cast-iron and the pneumatised malleable iron may be poured into a heated ladle, or other heated receptacle, and mixed therein. The cast-steel obtained by the mixture of the said refined cast-iron and pneumatised iron may be poured into suitable moulds. He states that the essence of his invention consists in producing cast-steel by adding to the melted pneumatised malleable iron—that is to say, to cast-iron which has been decarbonised and rendered malleable by the pneumatic process—a quantity of melted refined cast-iron, and mixing the said refined cast-iron and the said melted pneumatised malleable iron when both these substances are in a melted state. Melted speigeleisen, melted manganese pig-iron, may be added to the said refined cast-iron and pneumatised malleable iron, but such addition forms no part of his invention.

THE BLAST-FURNACE SUPERSEDED.—An invention has been patented by Mr. E. B. Wilson, of Parliament-street, which relates to certain peculiar arrangements of blasting and cupola-furnaces for the smelting of ores and melting of metals, and to the mode of working the same, whereby a considerable saving of fuel is effected, and when iron is operated upon a superior quality of metal is obtained. In applying this invention to an ordinary blast-furnace or cupola, the tuyeres are removed and flues or passages are constructed, opening into the body of the furnace at or about the level of the molten metal, for the purpose of taking off the gases. These gases are conveyed through the flues to a tall chimney, and may be utilised on their passage to the chimney for any required purpose. In order to increase the temperature of the furnace at the gas exit a number of air-holes are made at that point through which the air may be supplied with a blast. In some cases it may be advisable to close the top of the furnace, and provide it with a feeding-hopper or hoppers, and to introduce a blast downwards from the top of the furnace.

* With last week's Journal a SUPPLEMENTAL SHEET was given, which contains—a Plan of the Great Wheal Vor District; a Plan of the Devon Great Consols District; Perfection of the Printing Telegraph; On the Ventilation of Mines, by Prof. W. W. Smyth; Economic Life Assurance Society (meeting); the Alexandra Park Company; Atlantic Telegraph, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, APRIL 1, 1864.			BRASS, Per lb.		
COPPER, £ s. d.			SHEETS, Per lb.		
Best selected....	106	0 0	104 4	104 4	
Tough cake....	103	0 0	Wire.....	94 4	94 4
Tile.....	103	0 0	Tubes.....	104 4	
Burra Burra....	107	0 0	FOREIGN STEEL, Per Ton.		
Copper wire.....	0 1 1		Swedish, in kegs (rolled)	15 10	0
ditto tubes.....	0 1 1 1/2		ditto (hammered)	16 0	0
Sheeting & bolts p. ton	115	0 0	ditto in faggots.....	17 0	0
Bottoms.....	115	0 0	English, Spring.....	18 0	0
Old (Exchange)....	96	0 0	Bessemer's, Engineers Tool	44	0 0
IRON, Per Ton.			Spindle.....	30	0 0
Barrow, in London..	8 15	0 0	QUICKSILVER.....	7	0 0
ditto, to arrive.....	9	0 0	SPELTEN, Per Ton.		
Nail rods.....	9 10	0 0	Foreign.....	21	5 0
Stairrod, in London	11	0 0	To arrive.....	21	0 0
Bars.....	11	0 0	ZINC, Per Ton.		
Hoops.....	12	0 0	In sheets.....	26	10 0
Sheets, single.....	13	0 0	TIM, Per Ton.		
Pig No. 1, in Wales	4	10 0	English, blocks.....	112	0 0
Refined metal, ditto..	4	0 0	ditto, Bars (in barrels)	113	0 0
Bars, common, ditto..	7	15 0	ditto, Refined.....	117	0 0
Do, merch., Tyne or Tees	8	10 0	Banca.....	114	0 0
Do, railway, in Wales	7	15 0	Straits.....	112	0 0
ditto, Swed., in London	12	10 0	TIM-PLATES, Per Ton.		
To arrive.....	13	0 0	IC Charcoal, 1st qua. p. bx.	1 10	6 1/2
Pig No. 1, in Clyde..	2 17	9 3 2	IC Ditto 1st quality	1 16	6 1/2
ditto, f.o.b. Tyne or Tees	2 16	0 2 10	IC Ditto 2d quality	1 8	6 1/2
ditto, forge, f.o.b. ditto.	2 15	0	IC Ditto 3d quality	1 4	6 1/2
Railway chairs.....	5	10 0	IC Coke.....	1 2	6 1/2
" spikes.....	11	0 0	IC Ditto.....	1 11	6 1/2
LEAD, Per Ton.			Canada plates.....	14	0 0
English Pig, ordn. soft	21	15 0	In London; 20s. less at the works.		
ditto (WB).....	22	15 0	Yellow Metal Sheathing, p. lb. 9 3/4		
ditto sheet.....	22	5 0	Sheets.....	p. lb. 9 3/4	
ditto red lead.....	22	0 0	Indian Charcoal Pigs	7	0 0
ditto white.....	26	0 27 0	In London.....	7	0 0
ditto patent shot.....	24	0 0			
Spanish.....	21	0 0			

* At the works, 1s. 1s. 6d. per box less.

REMARKS.—The anticipations of a revival in the Metal trade have not yet been realised, and it still continues to drag very heavily along—transactions of any considerable extent being by no means numerous, and large operators appearing for the present to hold back, in hopes that a period of greater brightness may, ere long, shine upon the Metal Market. The intelligence that the Conference for the settlement of the Danish question will commence its sittings in London on April 12, is so far favourable, but it will depend upon the decision arrived at, and the prospect of peace that such decision will hold out, that we may look for a return to commercial activity. We cannot, however, but hope that peaceful counsels will prevail, and that with peace, prosperity in trade may also follow. The advance from India appear not to be quite so good; an advance has again taken place in the rate of discount, causing a generally dull state of the produce market; the slight improvement in the demand which had commenced to be shown, has been checked by the less favourable aspect of the money market.

COPPER.—The market remains in a very inactive condition, and but little business is doing in this metal at present.

IRON.—The preliminary meeting of the South Staffordshire and East Worcestershire ironmasters was held at Birmingham yesterday, at which it was unanimously resolved to adhere to the old scale of prices of all descriptions of manufactured iron, and not to make any reduction whatever. It seemed, however, to be generally admitted at the meeting that the general state of the trade was dull, some members not having nearly sufficient orders to enable them to keep their works in full operation, but as there would be a great difficulty in the way of reducing the men's wages, the alternative will be adopted of working three or four days in the week, if the demand for iron continues as moderate as it has been during the last month. It is thought that when the result of this meeting is known the trade will revive, many buyers having refrained from ordering, in the belief that prices would be reduced. In the Welsh iron trade a moderate degree of activity prevails, and the late downward tendency of quotations has been somewhat checked; prices being considerably firmer, some anxiety is felt as to what arrangement will be made with the men, as upon this to a great extent, depends the future prosperity of the trade. Swedish iron remains as formerly, prices being still firm. The Scotch pig-iron market has fluctuated but little during the past week, prices remaining nearly the same as at the close of last week. At the commencement of the week transactions took place at 58s., cash, and 59s. 3d., three months; an improvement afterwards occurred, and considerable parcels found purchasers at 58s. 1½d. to 58s. 2d., cash, and 59s. 6d., three months; these prices continued the same on the following day, till the close, when the market was slightly easier, and 58s., cash, was the best price obtainable. The last advices from Glasgow state that a fair business has been done at 57s. 10½d. to 58s., cash, but towards the close the market assumed a firmer tone, and 58s., cash, was the price offered by buyers, sellers asking 58s. 1½d., cash, and 59s. 3d. to 59s. 4½d., three months, was paid.

LEAD remains still firm for common English pig, at 21l. 15s., and 18l. at 22l.; but WB is rather firmer, and cannot now be obtained under 22l. 15s. to 23l.

TIN.—The market is by no means active; some business has been done in Straits at 112l. In Banca, business in Holland has been confined to small sales, at 69½d., at which about 300 slabs have been sold, and this continues the price held for. The stock in the hands of the Trading Society, for their next annual sale, is 103,722 slabs, against 95,955 slabs at the same time last year.

SPELTEN.—In this metal transactions have taken place at rather reduced prices, 300 tons for April or May delivery have been sold at 21l. 10s.; and 100 tons for June or July, at 21l. 12s. 6d.; and on the spot business has been done at 21l. 5s. and 21l. 2s. 6d.

STEEL remains still in the same inactive condition.

TIN-PLATES.—Prices remain as formerly quoted; transactions moderate.

QUICKSILVER.—Second-hand parcels are now selling at 9l. 5s.

SPELTEN.—The apprehension of a blockade of the German ports having induced holders on the Continent to ship every available ton of spelter to this country, and the recent speculative buying having been mostly for London delivery, the stock in warehouse in London has rapidly increased, and now amounts to almost as high a figure as in 1853, when the last great rise in the article began. It is to be noted, however, that the stocks at all other places are at the lowest ebb, the quantity in Hamburg being only about 250 tons, against 5000 tons in the beginning of 1863. Considerable quantities have, moreover, been brought from Hull, Grimsby, and West Hartlepool, thus reducing the stocks at these outposts. The decline in the price in our market to a point lower than the current rates in Hamburg has recently induced purchases in this country for shipment to France. The expected settlement of the Danish war has induced some speculative holders to sell; but it is possible that peace may be more advantageous to holders of this and all other metals than any temporary stoppage of supply.

MIDDLEBOROUGH-ON-TEES, MARCH 31.—Our pig-iron market, sympathising with that of Glasgow and elsewhere, has experienced a decline during the present month. The primary cause of this downward tendency is the political disquietude and alarm manifested throughout the whole of the continent of Europe; the immediate cause being the consequent and inevitable suspension of active business operations, and the adoption of a cautious and hand-to-mouth policy. Consumers who under ordinary circumstances do not hesitate to contract for a few thousand tons for forward delivery, now decline to buy except for present necessities, and those who are well bought forward are disposed to wait the "course of events." In the face of such disturbing elements, a temporary fall and depression cannot be wondered at; the readjustment of differences abroad, however, cannot fail to rectify the evils brought about by their influence. Generally speaking, the trade is in a healthy condition, and, but for the reasons assigned above, we should have had no cause for complaint. The manufactured article maintains its price, and so long as wages are at their present maximum condition no material reduction can take place. Should the manufacturers, however, find it consistent with the interests of the district to reduce prices, a reduction in wages must be the first step in that direction—a step which the good sense of the men would fully endorse. The Alport Iron and Cement Works, Hinderwell, and the miners belonging thereto, were sold by auction on Monday last, and knocked down to Mr. Whalley, of Leeds, for 2700l. The Consalt Ironworks have been sold to Mr. J. W. Pease, of Darlington, and others, gentlemen more or less interested in their continued prosperity and further development. That branch of the works known as the Bishopwearmouth Ironworks is being formed into a limited liability company, under the style and title of the North of England Iron Company (limited). Messrs. J. Rogerson and Co., of New-

castle, have undertaken its formation. On the Tyne limited liability companies are likely to be as numerous as private firms. Two or more shipbuilding firms are about to join and form themselves into a limited company, and a large firm, with furnaces, rolling-mills, ship-yards, &c., is about to follow suit.—ROBERT STEPHENSON AND CO.

NEW YORK, MARCH 9.—The demand for domestic coal is good, and prices favour the seller; the consumption is large, and we are without accumulation in our stock; sales from yard at \$7.50 to \$9.75 per ton. Foreign is quite scarce and much at higher prices. Refined pig-iron is in moderate request and very firm at 42½ c. for Lake, 41 c. for Baltimore, and 40½ c. cash for Bergenport. Scotch pig-iron 42½ c. for Lake, 41 c. for Baltimore, and 40½ c. cash for Bergenport. American pig-iron has advanced in sympathy with gold, and small sales are making at \$52 to \$53 per ton; but 200 tons (Gateshead) have been sold from ship at \$50 to \$51 per ton. American pig-iron has also advanced, and prices are unsettled owing to the violent rise and rapid fluctuations of gold; sales of 1000 tons at \$49.50 at \$50, delivered at Elizabethport and Philadelphia. Blooms are firm and in request at \$100 for prime, and \$90 to \$100 for common, delivered at Burlington. English rails are in good demand and are firm; sales of 2000 tons at \$95, now held higher. Other kinds are scarce, quiet and firm; sales of 30 tons No. 1 scrap at \$60, ex ship.

BOSTON, MARCH 9.—The transactions in English Cannel coal continue to be confined to small lots, at \$15 to \$17 per ton cash. Pitou and Sydney are steady at \$3 to \$8.50 per ton, cash. Anthracite steady retail sales at \$11 to \$12 per ton. The stock of pig-iron is very much reduced, and very extreme prices have been paid for small lots. The sales have been in small lots at \$52 to \$54 per ton for Gateshead and other brands Scotch No. 1; and American at \$50 to \$54 per ton, as to quality. Bar iron is selling at full prices. In Russian sheet prices are nominally the same.

We generally look for a dull time in the MINING, as in other MARKETS, during the Easter holidays, but this year has proved an exception, as a large amount of business has been transacted since our last, and the heavy settlement of the fortnightly account, on Thursday, passed off well. The chief business has been in Wheal Grenville, Great Wheal Busy, Great Wheal Vor, Great Laxey, Sweeney Carmichael, West Wheal Metal, Wheal Seton, East Caradon, Prosper United, East Lovell, Nangiles, Wheal Crebhor, South Condurrow, Wheal Trelawny, Pendean, St. Day United, Tincroft, Wheal Fortune, Clifford Amalgamated, Grylls Wheal Florence, and a few other mines. Wheal Grenville shares have excited the most interest, and, after very large transactions up to 8½, 9½, leave off 8½, 9. On Thursday a telegram was received at the office to the effect that the tin lode had been cut good in the 110. East Grenville shares have also been in demand, and will, doubtless, move up with Grenville, at 2½, 3½. East Caradon shares have advanced to 32, 32½, and in demand; the 50 east, on the north part of the caunter, is worth 25½ per fm.; the 60 east, 10½; the 80 east, 20½; the 80 west, from 20½ to 25½; the south lode, in the 70 east, 25½; and the 70 west, 10½ per fm. The ends, in the aggregate, are now worth 132½. Great Wheal Busy shares have advanced to 6½, 6½; the 140 east is worth 10½ per fm.; the 140 west, 12½; the lode at Offord's shaft, 30½; the 130 east, 30½; the stope in back, 40½; the 70 east, 12½ per fathom. East Bassett, 68 to 70; at the meeting the accounts showed a profit of 965½, 11s. 7d. on two months, and a balance in hand of 545½, 7s. 6d., after payment of dividend of 2½ per share (1024½). The ends continue poor, but the pitches for copper and tin are looking pretty well, especially in the eastern part of the mine. Camborne Vein, 2½ to 3½; Cargoll, 38 to 40; Clifford Amalgamated, 36½ to 37½; East Carn Brea, 7½ to 7½. East Lovell shares have again improved to 11½, 12. East Russell, 4 to 4½; at the meeting a call of 3s. 6d. per share was made. In the 120, east of Homersham's shaft, the lode has proved to be a good course of ore for 30 fms. in length; and the 130 will be pushed on as fast as possible to get under the ore-bearing part of the lode, and which will be accomplished in about five months. Great Laxey, 5½ to 5½; Great South Tolgus, 3 to 3½. Great Vor shares have fluctuated, and leave off 37 to 38. Great Wheal Fortune, 15½ to 16½; Marke Valley, 5½ to 6; Nangiles, 29 to 30; North Croft, 4½ to 5; North Downs, 35s. to 37s. 6d.; North Roskear, 24 to 26. St. Day United, 9½ to 10; the 184, east of Opie's shaft, is worth 40½ per fm.; the 97, on Garby's lode, 30½ per fm.; the 174, west of Billing's, 10½ per fm.; the 164, 10½ per fm.; at Opie's shaft the lode is worth 50½ per fm.; the stopes in back of the 174, 50½ per fm.; the lode at Richard's shaft, 20½ per fm.; the tribute pitches are looking well. East Rosewarne, 3 to 3½; the 75 west is worth 23½ per fm.; the 65 east, 9½; the 65, west of stump, 30½; the winze improving, and worth 24½ per fathom.

Wheal Kitty (St. Agnes), 7½ to 8; the ends are valued in the aggregate at 127½ per fm. Wheal Rose, 47½ to 52½; Sweeney Wheal Metal, 6½ to 5½; West Wheal Metal, 4 to 4½; Great North Downs, 4 to 4½; Wentworth, 16 to 18; Chiverton Valley, 5 to 5½; Pendean, 5½ to 6; Prince of Wales, 6s. to 7s. 6d.; Prosper United, 6½ to 7. Grylls Wheal Florence, 3 to 3½; the engineers are busily employed here erecting engine and stamps, and the agent thinks he can at once sink below the deep adit, on a good course of tin, so as to have a lot of tinstuff ready against the stamps are erected, as the junction of the Wheal Grylls lode takes place in this set, and will be met with soon after the engine goes to work. The mine, as we have before stated, is a first-class speculation, without the fear of calls. Providence Mines, 42 to 43. Gonamena, 4 to 4½; at the meeting the accounts showed a balance in favour of adventurers of 388½, 1s. 9d., and a call of 2s. per share was made. The 90 west is holed to the stopes, and the lode is worth 4 tons per fm. The ore sold last week realised 467½, 7s. 3d., and the agent hopes to sell 60 tons next sampling. Sweeney Carmichael, 6½ to 6½; South Caradon, 45s. to 46s. 6d., ex div. of 6½ per share; South Caradon Hooper, 10s. to 12s. 6d.; South Tolgus, 40 to 42. Copper Hill, 12 to 13; at the meeting, on Monday, the accounts showed a loss on two months of 174½, 17s. 1d., and a balance in hand of 64½, 15s. 3d. The 80, north of Mitchell's lode, is shortly expected to intersect Paddon's lode. The 80 west, on Mitchell's lode, is worth 2 tons of ore per fm.; stope in back, 3 tons. The water having gone down in the eastern part of the mine, many pitches will now be set, which will leave a profit on working. Stray Park, 31 to 33; Tincroft, 19 to 20; Treloweth, 2½ to 2½; West Caradon, 20 to 22; Wheal Chiverton, 82 to 84; West Seton, 205 to 210; Wheal Bassett, 85 to 90; Wheal Buller, 35 to 40; Wheal Chiverton, 12½ to 18; Wheal Crebhor, 42s. 6d. to 45s.; Wheal Mary Ann, 12½ to 13½; Wheal Seton, 195 to 200; Wheal Trelawny, 23 to 24. At Wheal Edward meeting the accounts showed a balance against the mine of 462½, and a call of 4s. per share was made. Wheal Hope, 4 to 4½; the parcel of ore (24 tons) sold on the 30th at 21½, 6s. per ton. Great Retallack, after reaching 10s., are flatter again at 8s. to 9s. North Shepherds, 4½ to 5½; Wheal Kitty (Lelant), 13½ to 14½.

The Vigra and Clogau Company have this week received 35 ozs. 8 dwts. of Gold, extracted from 3 cwt. 1 qr. 7 lbs. of ore.

On the Stock Exchange a moderate amount of business has been transacted in Mining Shares during the week. The following prices were officially recorded in British Mining Shares:—East Caradon, 30½; East Carn Brea, 6½; Great Wheal Vor, 38½, 37½, 38, 37½, 37½; Grenville, 81, 81½, 81, 82; North Wheal Croft, 4½; Chiverton, 12½; East Bassett, 70, 71; Wheal Seton, 196, 194, 192½, 195. In Colonial and Foreign Mining Shares the prices were:—Cape, 12, 12½, 12½, 13, 13½; Yudanamutana, 3½, 3½, 3½, 3½; Alamillos, 4½; Cobre, 33, 34½, 35½, 36½; St. John del Rey, 44, 46, 47, 47½, 48; Mariquita, 4½; United Mexican, 7, 6½; Panuncillo, 14.

The Financial Corporation has issued the prospectus of the European Central Railway Company, the object of which is to construct a railway, which will form the first link for connecting the North with the South of Europe, and afford the shortest and most convenient route between England and India, China, Australia, &c. The line is to extend from Chiasso, on Lake Como, to Basca, and the works were commenced on Jan. 18, in the presence of Government officials, and it is mentioned that responsible contractors have undertaken to construct and complete the line for a sum within the amount of the capital, which is fixed at 1,400,000£, in shares of 40£ (or 1000 frs.) each; of this 700,000£, to be issued at once, and the remaining 700,000£ raised hereafter in shares, bonds, or obligations, as may be deemed desirable. The chair is occupied by Col. Sykes, M.P., F.R.S., the Chairman of the East India Company, and the other members of the board are—Messrs. Cartwright, late Chairman at Bombay of the Commercial Bank of India, and of the Great Indian Peninsula Railway Company; Sheriff Cave, Godeiroi (of Dematos and Godeiroi), Gower, Holroyd, a director of the Mercantile Credit Association; J. W. Macleare, of Manchester; Thomas Pemberton, a director of the Birmingham Banking Company; Petit-Jean, of Manchester; Propert, P. G. Van der Byl, and Cornelius Walford, a director of the Financial Corporation. The line forms a portion of the route to Brindisi, the distance whence to Alexandria is 800 miles shorter than from Marseilles, giving nearly three days advantage in reaching Alexandria from England, and in July last the Italian Parliament voted 6,000,000 frs. to adapt the port of Brindisi to the India and China trade. The shares bear 5 per cent. interest during the construction of the line.

The progress during the past week of other undertakings recently introduced, the publication of whose prospectuses has been already an-

nounced, is thus reported:—"Bonelli's Electric Telegraph continues to command 1 to 1½ prem., notwithstanding the powerful opposition that has to be met; the old telegraph company advising that they will adopt a printing telegraph to secure the continuance of the public patronage, and that a company is in course of formation for transmitting messages at half the rates proposed by Bonelli. No doubt 6d. per message is as low a rate as would be remunerative with existing instruments.—The shares of the Frontino and Bolivia Gold Mining Company have been freely dealt in at ¼ to 1½ prem.—The share list of the Rossa Grande Gold Mining Company will be closed on Thursday. Mr. Herbert Hardie, of Manchester, has joined the direction of this company. The shares are quoted ¼ to 1½ prem.—European Central Railway, 1½ prem.; Port Augusta and Northern Railway of South Australia, ¼ to 1½ prem.

At Camborne Tackling, on Thursday, 3417 tons of ore were sold, realising 18,981 18s. The particulars of the sale were:—Average standard, 124½, 2s.; average produce, 6½; average price per ton, 6½, 11s.; quantity of fine copper, 228 tons 13 cwt. The following are the particulars:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Ore copper.
Mar. 3.....	2113	129 2 0	6½	5 1 0	83 1 0
" 10.....	1133	131 15 0	6½	4 10 0	81 17 0
" 17.....	3696	125 18 0	6½	5 1 0	81 11 0
" 24.....	3417	124 2 0	6½	5 11 0	83 0 0

Compared with last week's sale, the standard is about stationary. Compared with the corresponding sale of last month, the decline has been in the standard 4½, 10s., and in the price per ton of ore about 5s. 6d.

The following dividends have been declared during March:—

Mine.	Per share.	Amount.
Devon Great Consols.....	£10 0 0	£10,240 0 0
Great Laxey.....	0 6 0	3,750 0 0
Vigra and Clogau.....	0 15 0	3,150 0 0
South Caradon.....	6 0 0	3,072 0 0
Tincroft.....	0 10 0	3,000 0 0
Great Wheal Vor.....	0 10 0	2,954 0 0
West Bassett.....	0 5 0	1,500 0 0
East Bassett.....	2 0 0	1,024 0 0
St. Day United.....	0 5 0	1,000 0 0
Wheal Mary Ann.....	0 10 0	512 0 0
Wheal Seton.....	0 10 0	256 0 0
Nangy.....	1 0 0	250 0 0
Total.....		£30,708 0 0

At South Caradon Mine meeting, on Tuesday, the accounts for Nov. and Dec. showed a credit balance of 6288½, 12s. 8d. The profit on the two months' working was 4078½, 10s. 10d. A dividend of 3072½ (6½ per share) was declared; Messrs. West and Son paid 4107, for a 23-in. cylinder steam-engine; and 2806½, 12s. 8d. carried to credit of next account.

At Craddock Moor Mine meeting, on Wednesday, the accounts showed a credit balance of 1124½, 18s. 10d. The profit on the two months' working was 163½, 6s. 4d. Captains H. and J. Taylor and Phillips reported upon the various points of operation; they propose to sell about 280 tons of copper ore for the next two months.

At the Goozon Mine meeting, on March 23, the accounts showed a credit balance of 577½, 11s. 11d. The arrears of calls amount to 221½, 19s. A call of 6s. per share was made. Capt. T. Trevillion considers the mine is gradually improving.

At East Jane Mine meeting, on Thursday, the accounts showed a credit balance of 129½, 6s. 4d. A balance of liabilities over assets, after charging everything, including remainder of engine and machinery account, was 595½, 6s. 6d. A call of 2s. 6d. per share was made.

At Durlu Mine meeting, on Monday, the accounts for the three months ending December showed a credit balance of 320½, 18s. The loss on the three months' working was 40½, 18s. 7d. Capt. Blight and Martin reported that they were employing 23 men and boys on tawork, and 49 men and boys, in 19 pitches, at an average tribute of 13s. 4d. in 1½, with present price for tin, and from the present appearances they estimate their return at 20 tons of tin for the quarter.

At the Okel Tor meeting, on March 24 (Capt. C. Coape in the chair), the accounts showed a credit balance of 75½. It was estimated that the sales for the next four months would leave a considerable balance in hand at the next meeting. The ore sales during the last three months realised over 2000½, while the costs for that period amounted to about 1200½. The mine had thus developed itself into a very profitable undertaking. The reports (which were confirmed by Mr. Murray) showed a probable reserve of 8000 tons of copper ore, which was increasing rapidly, as the 50 east was driving in a large and lucrative course of ore, which would, probably, continue for 150 fms. further, as there is a similar course of ore in the neighbouring mine of Gawton.

At Wheal Reeth meeting, on March 23, the accounts showed a credit balance of 315½, 2s. 4d. The subject of sinking a new shaft in the eastern part of the mine having been mentioned, and the agents having reported that the time is now arrived when a new shaft should be commenced, it was resolved that it "be left to the direction of the committee, and that they present a special report to the next meeting of what shall be done, and what is recommended to be carried out, for the consideration and adoption of the adventurers at their next meeting." Capt. Higgins, Stevens, and Whitburn reported on the mine. "There are 90 men working 36 pitches, at an average tribute of 7s. 6d. in 1½, at the present value of tin. The levels in the eastern part of the mine are opening ground that can be advantageously wrought on tribute, and the prospects of the mine continue to be very good."

At the North Copper Hill Mine meeting, on Monday, the accounts showed a credit balance of 64½, 15s. 3d. The loss upon the two months' operations was 174½, 17s. 1d.

At the Bedford Consols Mine meeting, on Wednesday, the accounts showed a credit balance of 21½, 10s. 7d. A call of 1s. per share was made.

At New Rosewarne Mine meeting, on Tuesday, the accounts for four months, ending Jan., showed a credit balance of 476½, 4s. 7d. The profit on the working was 148½, 8s. 10d. Captains Vivian, George, and Michell reported on the mine. They "have already sampled 35 tons of copper ore, and calculate on selling for the first two months about 4-6 tons of tinstuff; in addition, we shall sample a parcel of copper ore superior to the one alluded to, and shall also sample at the second sampling a very good parcel of tin ore; therefore, we are less than four months' credit work leave a profit. Labourers employed underground, 53 men; at surface, 10 men; boys and girls 25=88 persons."

At Gonamena Mine meeting, on Thursday, the accounts for November and December showed a credit balance of 388½, 1s. 9d. A call of 2s. per share was made. Capt. P. Pascoe reported that the ore sold on Thursday realised 467½, 7s. 3d., and that they purpose putting in 60 tons for the next sampling.

At Wheal Agg meeting, on Wednesday, the accounts showed a credit balance of 40½. A call of 4s. per share was made. Arrears of calls amount to 418½, 2s.

At Great Wheal Busy (special) meeting, on Wednesday (Mr. Fielding in the chair), it was agreed to divide Great Wheal Busy proper from Hallenbagie, and to henceforth conduct them as separate adventures. Details in another column.

At the Dale Mine meeting, on Thursday (Mr. J. Procter in the chair), the accounts showed a credit balance of 494½, 6s. 6d., exclusive of 40 tons of ore for sale next week, all costs being charged up to the end of February. The Chairman congratulated the shareholders upon having at last reached the end of their difficulties. They had already sold 50 tons of ore, and had 40 tons more, which would be sold in about a week hence. He hoped Capt. Nines would be able to fulfil his expectations, by sampling not less than 50 tons per month. Mr. Dunsford (in reply to questions) stated that he hoped to make satisfactory arrangements for selling the ore at fair prices on the mine. Good prospects for the future, and he was less than four months' credit work leave a profit. Labourers employed underground, 53 men; at surface, 10 men; boys and girls 25=88 persons."

At the Crown Preserved Coal Company annual meeting, held at Liverpool, on March 24, a dividend was declared at the rate of 6 per cent. per annum for the half-year ending Dec. 31.

At the Scottish Australian Mining Company meeting, on Wednesday (Sir E. Pearson in the chair), the report of the directors stated that every practicable effort had been continued to bring the copper mines and the colliery which the company were working into a productive and paying condition; and the directors have every reason to hope that these objects are in a fair way of being early realised as regards both these important undertakings. The company had begun to send in coal from their colliery to the port of Newcastle for shipment. The ore from the three mines, it was anticipated, would enable the manager of the smelting works to complete (early in February last) 124 tons fine copper since the commencement of smelting operations, leaving on hand, in addition, probably from 400 to 450 tons of ore at the smelting works for future conversion into copper. The quality of the company's copper is considered in London to be very good. The Chairman said that cargoes of coal had been sent to all the Australian ports and New Zealand. The returns will be received by the next mail. Mr. Grainger (the secretary) said that the produce from the West Candia Mine had been about 60 tons of copper. The carriage of the copper from the mines to the port of shipment was 8½ per ton, and it could be brought from Sydney to London for 10s. to 20s. per ton. The last parcel of copper sold realised 103½ per ton. The report was adopted, and the retiring directors were re-elected. Messrs. Coleman, Tarquand, Youngs, and Co. were appointed auditors. Thanks to the Chairman terminated the proceedings.

At the Atlantic Telegraph Company extraordinary meeting, on Thursday, the Right Hon. Stuart Wortley announced that a contract had been concluded with Messrs. Glass, Elliot, and Co., for the manufacture and submergence of a cable between the United Kingdom and America, the sum to be charged being 700,000£.

NEWCASTLE-ON-TYNE, MARCH 31.—The Mining Market during the past settlement has been active for West Chiverton, Chiverton, Wentworth, Copper Hill, Great Wheal Vor, Grenville, Tincroft, &c.; the first mentioned, being firmly held, are somewhat difficult to obtain, even at full rates. Looking to this fact, and the very important position West Chiverton must command in the present year, the investing public will do well to delay too long in purchasing an interest in Chiverton and Wentworth Consols, which are long most advance in price. Grenville seems to have been long overlooked, and its merits are now fairly taken to account.—EDWD. BREWIS.

THE COAL MARKET.—On Monday, the arrivals since Wednesday last amounted to 138 cargoes, and produced a busy market. House coal was in brisk demand, at fully last week's prices. Hartley's were a full supply, and gave way 3d. per ton; manufacturers' without alteration. Best house coal, 18s. 3d. to 19s.; seconds, 16s. 6d. to 17s. 6d.; Hartley's, 15s. to 15s. 9d.; manufacturers', 13s. 6d. to 15s. 6d. per ton.—On Wednesday, only 83 ships came forward; the favourable weather caused an animated enquiry for house coal, and 3d. to 6d. per ton advance realised. Hartley's were also in good request, at 9d. per ton advance on Monday's quotations.—On Friday, there were 21 arrivals. The tone of the market was quiet,

all descriptions of coal continuing steady, at last prices. South Hetton Wallsend, 19s. 6d.; Haswell Wallsend, 19s.; Hartlepool Wallsend, 18s. 6d.; Braddill's Hetton Wallsend, 17s. 9d.; Kellow Wallsend, 17s. 3d.; Hasting's Hartley, 16s. 6d.; Tanfield Moor, 14s. 6d.; 12 cargoes unsold; 35 ships at sea.

CONTRACTS FOR COAL.—The Admiralty require the supply of 8000 tons of South Wales Coal, and 4000 tons of North of England Coal, to be delivered at Malta.

ELFORD, WILLIAMS, AND CO.,
COPPER ORE WHARFINGERS,
METAL AND GENERAL COMMISSION AGENTS,
SWANSEA.

TO ENGINEERS, CONTRACTORS, AND OTHERS.—PERSONS DESIROUS OF PURCHASING THE PATENT RIGHT OR ROYALTY FOR JEWELL'S PATENT FLUE AND TANK BOILER ARE REQUESTED TO FORWARD OFFERS TO HIS AGENT, MR. W. T. RAWLINS, Branch Patent Office, 14, Clare-street, Bristol, where plans and copy of specification may be obtained.

PREVENTION OF COLLIERY ACCIDENTS.—THE OWNER OF A SHARE OF AN EXTREMELY SIMPLE INVENTION FOR PREVENTING ACCIDENTS IN MINE SHAFTS, whether from the breakage of the rope or over winding, the practical utility of which has been proved by continued application, is DESIROUS OF DISPOSING OF HIS INTEREST.—Address, "N. Z." MINING JOURNAL office, 26, Fleet-street, London, E.C.

IRON AND TIN-PLATE TRADES.—MOST ELIGIBLE SITE, with water-power, and a clear stream for tin-plate purposes. Extensive canal frontage, close to railway station and siding. Coal abundant and cheap. Near Newport, Monmouthshire.—Apply to Mr. THOS. THOMAS, land agent, auctioneer, &c., Neath, Glamorganshire.

IRONSTONE ROYALTY.—TO BE LET, THE IRONSTONE in the MANORS OF ALSTON MOOR AND AYLE AND WHITLAW, in the counties of CUMBERLAND AND NORTHUMBRIA. Information as to the nature and quality of this valuable ore will be given on application to Mr. Jos. M. PAUL, Low Byer, Alston.—Greenwich Hospital Office, Dilton, March 14, 1864.

CROWAN AND WENDRON TIN AND COPPER MINE (LIMITED).—Adjoins the celebrated Crower and Wheal Abraham Mines, is leased from the same lord, and contains the same run of lodes.—Apply for prospectus and shares to JOHN BLACKBURN, solicitor and coroner, 63, Abilston-street, Leeds.—Capital £2000, in shares of £1 each; 5000 are already taken up.

PRACTICAL GEOLOGY—KING'S COLLEGE, LONDON.—PROF. TENNANT, F.G.S., will COMMENCE A COURSE OF LECTURES ON WEDNESDAY, April 6th, at Nine o'clock A.M., having special reference to the APPLICATION OF GEOLOGY TO ENGINEERING, MINING, ARCHITECTURE, and AGRICULTURE. The lectures will be continued on each succeeding Friday and Wednesday, at the same hour. Fee, £1 11s. 6d. R. W. JELF, D.D., Principal.

TO INVENTORS AND PATENTEES.—A GENTLEMAN having an extensive connection with manufacturers, merchants, and others, would be GLAD TO UNDERTAKE THE SALE OF INVENTIONS OR PATENTED ARTICLES, on commission.—Apply to Mr. RAWLINS, patent office, 14, Clare-street, Bristol. N.B.—Continental and foreign agencies solicited.

LEAD ORES.				
Mines.	Tons.	Price per ton.	Amount.	Purchasers.
North Devon.....	11	£13 0 0	£143 0 0	Sims, Williams, & Co.
Sold on the 28th March.				
East Loyals.....	40	14 8 0	592 0 0	Newton, Keates, & Co.
Cwmystwith.....	50	14 2 0	710 0 0	Sims, Williams, & Co.
ditto.....	50	14 2 0	710 0 0	Walker, Parker, & Co.
Cwmbrane.....	16½	13 18 0	217 12 6	Sims, Williams, & Co.
Sold on the 30th March.				
Minera Union.....	11	14 5 6	159 12 0	A. Eytton.
Sold on the 31st March.				
Great Northern Co. of Ireland.....	20	13 18 6	271 12 0	Walker, Parker, & Co.
ditto.....	20	13 18 6	271 12 0	A. Eytton.
Bwlchpym.....	26	14 2 0	363 12 0	Newton, Keates, & Co.

BLACK TIN.				
Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Great Work.....	13 6 2 7	£175 0 0	£2362 12 6	Daubuz Co.
Sold on the 22d March.				
Great Work.....	15 8 3 22	71 19 0	1112 3 6	J. G. G. G. & Co.
Sold on the 26th March.				
Wheal Eliza.....	10 13 0 8	66 0 0	702 0 0	Enthoven & Sons.
North Jane.....	1 10 3 14	62 7 6	94 5 10	—
Sold on the 29th March.				
Furze Hill Wood.....	4 17 2 19	66 17 6	326 5 7	Harvey & Co.
ditto.....	0 2 2 0	62 0 0	61 2 6	ditto
Sold on the 31st March.				
Gl. Wh. Busy.....	16 9 2 7	—	966 6 10	—

COPPER ORES.					
Sampled March 16, and sold at Tyack's Hotel, Camborne, March 31.					
Mines.	Tons.	Price.	Mines.	Tons.	Price.
Clifford Amalgamated.....	88	£3 12 6	East Pool.....	28	£2 7 0
ditto.....	82	4 6 6	ditto.....	25	2 7 0
ditto.....	75	5 11 6	Wheal Bassett.....	76	4 13 0
ditto.....	73	6 11 6	ditto.....	58	5 14 0
ditto.....	68	4 9 6	ditto.....	39	8 10 6
ditto.....	66	4 3 6	South Frances.....	41	6 7 6
ditto.....	64	11 6 6	ditto.....	36	5 8 6
ditto.....	59	6 2 6	ditto.....	25	5 6 0
ditto.....	57	4 9 6	ditto.....	20	6 8 0
ditto.....	51	11 11 6	ditto.....	16	4 3 8
ditto.....	50	11 14 0	South Tolgus.....	66	4 1 6
ditto.....	27	4 6 6	ditto.....	47	9 4 0
ditto.....	23	5 3 6	East Bassett.....	50	8 10 6
Consols.....	67	11 9 6	ditto.....	28	5 5 0
Wheal Seton.....	32	4 9 6	ditto.....	18	5 4 0
Pendarves.....	128	1 4 0	Dolcoath.....	57	5 6 0
ditto.....	109	4 9 6	ditto.....	38	5 5 0
ditto.....	97	5 10 6	West Tolgus.....	87	4 19 0
ditto.....	70	6 1 6	ditto.....	3	3 0 9
ditto.....	18	14 6 6	Tincroft.....	57	3 1 0
West Seton.....	82	4 19 6	ditto.....	16	7 19 6
ditto.....	66	6 18 0	South Crofty.....	29	2 13 0
ditto.....	64	3 2 6	ditto.....	26	6 18 0
ditto.....	62	4 7 6	ditto.....	18	1 6 0
ditto.....	60	4 6 0	Mollait.....	60	5 14 0
ditto.....	60	9 9 6	Condourou.....	47	3 16 0
ditto.....	48	11 4 6	ditto.....	9	5 15 0
Fowey Consols.....	84	6 13 6	Bampfield.....	34	9 6 0
ditto.....	82	1 13 0	Stray Park.....	22	4 1 0
ditto.....	80	6 5 6	Camborne Veau.....	22	3 12 6
ditto.....	74	5 12 0	South Bassett.....	16	3 3 6
ditto.....	69	5 7 0	Carn Camborne.....	8	2 6 0
East Pool.....	68	7 12 6	ditto.....	7	4 13 0
ditto.....	63	4 14 0	MicHELL's Ore.....	2	6 8 0
ditto.....	43	3 12 0	Davey's Ore.....	1	5 15 0
ditto.....	41	2 13 0			

ISSUE OF SECOND MORTGAGE BONDS.

PAYABLE IN LONDON.
 800,000 dollars (£160,000) New York Division.—Due in 1881.
 1,000,000 dollars (£200,000) Pennsylvania Division.—Due in 1882.
 Secured by a registered mortgage, constituting a lien on the income and all corporate rights, privileges, lands, franchises, plant, and property of the Pennsylvania and New York Divisions of the Railway.
 The bonds are redeemable in New York or in London at 4s. 6d. per dollar, and are transferable without stamp or endorsement; 4 per cent. of the gross amount will be drawn yearly in July, commencing in 1865, to be paid off at par in London; interest coupons are attached to the bonds, payable semi-annually, at the Consolidated Bank in London, at the fixed rate of 4s. to the dollar.
 The bonds will be issued at 70, viz.:—
 Bonds of \$100 at £15 15 0, with interest from April 1, 1864.
 " 500 at 78 15 0
 " 1000 at 157 10 0
 The coupons represent £14 per annum on each bond of \$1000 (£225), or nearly 9 per cent.

TO THE BONDHOLDERS OF THE ATLANTIC AND GREAT WESTERN RAILWAY.

When the first mortgage bonds of the Pennsylvania section of this railway were issued, it was uncertain whether the company would proceed immediately with the construction of the road beyond Akron (in which case arrangements would have been made with other companies for the completing link from thence to Dayton), or at once push forward the whole line, and so keep the command of the traffic.

The business of the portion of the road between Salamanca and Akron, and of the branches, developed so rapidly, being only limited by the supply of rolling stock, that the directors decided to open the railway throughout its whole extent with all possible dispatch. This policy, under their able engineer, Mr. Kennerly, has been so energetically carried out that the line is now in operation as far as Gallon, and will be ready for traffic to Dayton on the 1st of May. It has, therefore, become desirable to offer the second mortgage bonds some months earlier than was contemplated when the last issue of bonds was made.

In order, however, that the original subscribers to, or the present holders of, the first mortgage bonds may in no way be prejudiced by this issue of the second mortgage, it is proposed to give to existing holders the privilege of subscribing for these bonds, at the rate of one bond for every two now held, at a concession in price equal to a liberal bonus.

In May the whole system of this railway will be in operation, consisting of—
 The main line from Salamanca to Dayton Miles 88½
 The branch to Cleveland " 54
 The Franklin branch and the Ohio Creek Railway " 67

In all about 506 miles, of which 302 have been successfully worked during the winter. On the 1st of May it is intended to run express trains through from New York, via the Erie—Atlantic and Great Western—Cincinnati, Hamilton, and Dayton—and Ohio and Mississippi Railways to St. Louis—1200 miles, in 40 hours, without break of gauge or change of carriages.

The income of the portion of the line opened has reached £30 per mile per week—within one year of the opening of the through route the receipts will be £60 per mile per week—which will give a dividend on the shares exceeding 25 per cent., after providing for all expenditure, and the interest on the whole issue of bonds. Dividends from 15 to 25 per cent. are not unusual on well-constructed and properly-administered American railways; from the numerous elements of prosperity held by this Atlantic and Great Western, it is believed that the mileage receipts will shortly equal those of the London and North-Western and other leading English railways, whose cost of construction has been four-fold greater.

The Atlantic and Great Western has almost a monopoly of the petroleum traffic—and passes over the most extensive bituminous coal fields in the world, for which an unlimited market is about being opened in Canada—and for its traffic in agricultural products, a leading American authority says, that when some contemplated extensions are made, "10,000 eight-wheeled freight cars and 500 locomotives will not suffice."

The bonds and shares are offered as follows:—

	Miles.	1st Mortgage.	2d Mortgage.	Shares.	Total.
New York Division	48	\$1,000,000*	800,000	\$1,000,000	\$2,800,000
Pennsylvania	91	2,500,000†	1,000,000	2,000,000	5,500,000
Ohio	246	4,000,000	4,000,000	6,000,000	14,000,000
Branches and extensions.121		958,000	—	500,000	1,458,000

506 \$3,458,000 \$5,900,000 \$9,500,000 \$23,758,000
 \$1,968,000 \$1,305,000 \$2,137,500 \$5,345,500

The price of issue has been fixed at 70, and the privilege of subscribing will remain open until the 6th of April, for the present bondholders, either directly, or through their brokers. The terms of issue are as follows:—

	5 per cent. on application, being £11 5 0 per bond of \$1000.	22 10 0	33 15 0	45 0 0	45 0 0
10	on allotment	"	"	"	"
15	2d May	"	"	"	"
20	16th May	"	"	"	"
25	1st June	"	"	"	"

£157 10 0

Subscribers have the option of paying the instalments in advance, and will be allowed a discount of 9 per cent. per annum on each pre-payment. These certificates will be exchanged for bonds to "bearer" on payment of the final instalment.

The early completion of the works of this great railway justifies the company in making this additional issue of bonds; following the financial policy adopted at the outset, of issuing securities to the public only after the actual progress of the railway has secured the necessary income for providing the interest. There will remain only the second mortgage of the Ohio division to be disposed of hereafter, when the total of the bonded debt will be only £6000 per mile.

Forms of application may be obtained at the bankers; or at the offices of the company, No. 2, Old Broad-street, London, E.C.
 Offices of the Atlantic and Great Western Railway Company, 2, Old Broad-street, London, E.C., March 23, 1864.

ATLANTIC AND GREAT WESTERN RAILWAY.

FORM OF APPLICATION.

To be forwarded to the offices of the company, No. 2, Old Broad-street, London, E.C., after payment of the preliminary deposit to the bankers.

To the Atlantic and Great Western Railway Company.
 Sir,—Having paid to the Consolidated Bank (Limited), the sum of £ , I hereby request that you will allot me \$ Second Mortgage Bonds of the Atlantic and Great Western Railway, and I hereby agree to accept such bonds on the terms stated in your circular dated 23rd inst. I am, Sir, your obedient servant,
 Date Address in full

NUMBERS AND DESCRIPTION OF BONDS NOW HELD.

NEW YORK SECTION.			PENNSYLVANIA SECTION.		
Bonds of \$1000	Bonds of \$500	Bonds of \$100	Bonds of \$1000	Bonds of \$500	Bonds of \$100
Numbers.	Numbers.	Numbers.	Numbers.	Numbers.	Numbers.

* \$30,000 have been cancelled by the operation of the Sinking Fund.
 † \$100,000 have been cancelled by the operation of the Sinking Fund.

BONELLI'S ELECTRIC TELEGRAPH COMPANY (LIMITED).

Registered under the Joint-Stock Companies Act, by which the liability of each shareholder is strictly limited to the amount of his shares.
 Capital £250,000, of which 25,000 forms the original capital of the company.
 Present issue, £225,000, in 22,500 shares of £10 each.
 Deposit, £1 per share on application, and £1 on allotment. Calls of £2 each, at intervals of not less than two months.

DIRECTORS.

The Right Hon. the EARL OF SHREWSBURY and TALBOT—CHAIRMAN.
 The Right Hon. LORD ALFRED FITZGERALD, 8, Carlton Gardens—DEPUTY-CHAIRMAN.
 ERSKINE RYERIDGE, Esq., St. Leonard's Works, and Priory House, Dunfermline.
 JOHN ALFRED CHOWNIE, Esq. (Director of the Imperial Bank), 153, Westbourne-terrace.

HENRY COOK, Esq. (Director of the Tamar, Kilt Hill, and Callington Railway Co.)
 ALBERT COOPER, Esq., Manchester.
 FREDERICK ELIN, Esq. (John Elton and Co., merchants), Abchurch-lane.
 EDMUND GRUNDY, Esq. (Edmund Grundy and Son, late J. F. Grundy), Manchester.

WILLIAM HAMILTON, Jun., Esq. (David Hamilton and Co.), Manchester & Glasgow.
 CHARLES STEWART, Esq. (Messrs. Robert Barbour and Brother), Manchester.
 JAMES THOMSON, Esq. (Chairman of the Madras Irrigation and Canal Company, and Director of the Agra and United Service Bank).

CHARLES TRUENMAN, Esq. (Messrs. Trueman and Fry), Gresham House.
 WILLIAM HARDINGE TYLER, Esq. (Director of the Agra and United Service Bank).

CONSULTING ELECTRICAL ENGINEER—The Chevalier Gaetano Bonelli.

BANKERS.

London..... The Agra and United Service Bank.
 Manchester..... Manchester and Salford Bank.

SOLICITORS.

London..... Messrs. Johnson, London, and Co., 22, Tokenhouse-yard.
 Liverpool..... Messrs. Taunton and Co.
 Manchester..... T. Warner, Esq.

AUDITORS.

Messrs. Coleman, Turquand, Youngs, and Co., 16, Tokenhouse-yard.
 SECRETARY (pro tem.)—James Gutierrez, Esq.

OFFICES.

7, ANGEL COURT, CITY.
 2A, VICTORIA STREET, MANCHESTER.
 2, DALE STREET, LIVERPOOL.

ABBREVED PROSPECTUS.

The directors of Bonelli's Electric Telegraph Company (Limited) having established a line of telegraphic communication between Manchester and Liverpool, the working of which has proved, even beyond expectation, both practically and commercially, the unrivalled excellence of Bonelli's system, propose to extend their operations throughout the United Kingdom.

Each message is printed by the very act of transmission, in clear Roman characters, and as so transmitted is delivered, without further process, to the receiver, thus absolutely excluding all possibility of error between the sender and the receiver.
 The automatic nature and simple working of the Bonelli instrument renders it independent of specially trained, and therefore highly paid, manipulators. The charge will be 6d. for twenty words.

The necessity to which all other telegraphic establishments are exposed of increasing the staff of operators in proportion with the augmentation of business does not exist, and consequently any increase of business must prove almost absolutely clear profit.

Prospectuses and forms may be obtained from the bankers, brokers, solicitors, or secretary, at the offices of the company. Each application must be accompanied with a deposit of £1 per share, which will be returned without deduction if no shares are allotted. From the date of issue, until the final closing of the lists, the Bonelli instruments may be seen in operation daily from Twelve to Four, at 7, Angel-court.

MR. GEORGE SHEPHERD, CIVIL, MINING, AND CONSULTING ENGINEER.

Letters addressed 26, Throgmorton-street, London, E.C.

THE FINANCIAL CORPORATION (LIMITED)

INVITE SUBSCRIPTIONS FOR SHARES IN

THE EUROPEAN CENTRAL RAILWAY COMPANY (LIMITED).

Incorporated with Limited Liability, under the Companies Act, 1862.
 Being the first link for connecting the North with the South of Europe, and affording the shortest and most convenient route between England and India, China, Australia, &c.
 From Chiasso, near the Lake of Como, to Lugano, Bellinzona, and Biasca, with a branch to Locarno, on the Lake Maggiore, in Switzerland, 60 miles. With privilege to extend from Biasca to Lucerne or to Coire.

Concession, 99 years.
 Capital, £1,400,000. First issue £700,000, in 7,000 shares of £100 frs. each.
 The remaining £700,000 to be raised hereafter in shares, bonds, or obligations, as may be deemed advisable.
 Deposit on application, £1 or 25 frs. per share, and a further payment of £3 or 75 frs. per share on allotment.
 No call to be made at an earlier date than three months from the date of allotment, and no call to exceed £2 per share.

DIRECTORS.

Col. SYKES, M.P., F.R.S., Chairman of the East India Company—CHAIRMAN.
 H. D. CARTWRIGHT, Esq., late Chairman at Bombay of the Commercial Bank of India, and of the Great Indian Peninsula Railway Company.
 THOS. GAYE, Esq., Sheriff of London and Middlesex.
 S. H. GODEFROI, Esq. (Dematios and Godefroi), Copthall-court.
 R. F. GOWER, Esq., 68, Great Cumberland-street.
 G. F. HOLROYD, Esq., 8, Sussex-square, Hyde Park, Director of the Mercantile Credit Association (Limited).
 JOHN WM. MACLURE, Esq., Manchester.
 THOMAS PEMBERTON, Esq., Heathfield Hall, near Birmingham, Director of the Birmingham Banking Company.
 WM. HENRY PETIT JEAN, Esq., Manchester, Director of the Birkenhead Railway.
 J. L. PROPERT, Esq., 6, New Cavendish-street.
 P. G. VAN DER BYL, Esq., 8, Upper Hyde Park Gardens.
 CORNELIUS WALFORD, Esq., Director of the Financial Corporation (Limited).

AUDITORS.

D. Allardice, Esq., Manager of the Commercial Bank of India.
 Edwin Brett, Esq., Manager of the Commercial Banking Company of Sydney.

BANKERS.

London..... The National Bank and its branches.
 Birmingham..... The Birmingham Banking Company.
 Manchester..... The Manchester and County Bank.

SOLICITORS.

London..... Messrs. Hughes, Messrs. Messers and Hughes, 17, Backlumbery.
 Manchester..... Messrs. Sale, Worthington, Shipman, and Seddon.

CONSULTING ENGINEER.

G. P. Bidder, Esq., late President of the Institution of Civil Engineers, 24, Great George-street, Westminster.

BROKERS.

London..... Sir R. W. Carden and Son, Royal Exchange-buildings.
 "..... Lewis H. Haslewood, Esq., Founders-court, Lothbury.
 Liverpool..... Robert Byrne, Esq.
 Manchester..... Messrs. Rawson and Spencer.
 Birmingham..... Messrs. James Pearson and Sons.

SECRETARY—A. Pilsley, Esq.

TEMPORARY OFFICE.

193, 194, 195, GRESHAM HOUSE, OLD BROAD STREET.

This company is formed for the purpose of constructing a railway from Chiasso to Biasca, in the Canton of Tessin, Switzerland, with the design of extending the line to Lucerne, by the Alpine Pass of St. Gotthard, or to Coire, by the Pass of Luckmanier.

The line now to be made from Chiasso to Biasca is indispensable to either of these routes, it being the only line allowed by the Swiss Government to connect the railways of North Italy, the line being comparatively easy of construction, free from costly works, and promising a large traffic.

The company has, however, secured from the Canton Tessin, besides the concession of the line from Chiasso to Biasca, the preferential right to construct the extension of their line to any junction with the system of railways of Central Europe, whether at Lucerne or at Coire, and this peculiarly advantageous position forms a very important feature of the present enterprise.

A reference to the map will show the great importance and value of this undertaking. The whole North and Centre of Europe are intersected by railways, uniting France, Belgium, Holland, Prussia, Russia, North and South Germany, &c.; and this vast system terminates southwards at two points in Switzerland—at Lucerne and at Coire. In Southern Europe another great network of railways spreads throughout Italy, but ceases northwards at Como, near Chiasso, and at the Lake Maggiore.

The line proposed by this company will, with the contemplated extension, effect a junction between the two systems, long required by the commerce of Europe, and supply an unbroken chain of railway transit, connecting the whole European continent—north, south, east, and west.

The country has been surveyed by experienced engineers, and the passes referred to have been found practicable for a railway.

State subventions, to a very considerable amount, have been voted in aid of the proposed Alpine Railway, which is acknowledged to be of the highest national importance to both Switzerland and Italy. Negotiations are now pending for the settlement of the subventions and contributions to be secured to this company by the Governments of the Swiss Cantons, the Swiss Federal, and the Italian Governments, and several adjoining railway companies, for the extension of the line. The result of these negotiations will determine which of the two Alpine passes will be adopted.

A railway across the Central Swiss Alps is an object of great and special importance to the commerce and prosperity of Switzerland, as well as of Italy and South Germany, which latter countries will be thereby brought into proximity and direct intercommunication. The ports of Genoa, Leghorn, and Ancona, will be able to interchange supplies with South Germany with great mutual advantage—a trade from which they are now excluded. The lines proposed in connection with this company, when completed, will carry to its traffic both magnitude and importance, will surpass that of many of the best continental railways. Estimates of traffic have been prepared from reliable sources, and their results are of a highly encouraging character.

By the completion of these lines another desideratum, directly affecting postal communication and British commerce, will be attained. The overland route to India and China has become a subject of great and increasing interest to England, and the means of rendering the journey more easy and rapid is of incalculable value. The lines proposed by this company (including the extension) will fill up the break existing between Brindisi in the South of Italy and the English Channel, and form an uninterrupted line of railway between the Mediterranean and England, across the Centre of Europe, so soon as the short line of about four miles between Camerata and Chiasso is completed.

The distance between the south coast of Italy and Alexandria is about 800 English miles shorter than that between Marseilles and Alexandria, and the consequent saving of three days of sea navigation in the route to India and China must make Brindisi the future landing stage for the India mails and passengers.

A vote of 6,000,000 francs was passed on the 23d July last by the Italian Chamber of Deputies, and has been since confirmed by the Senate, for the adaptation of the Port of Brindisi to the requirements of the India and China trade.

The advantages of this new route are so evident, that this company will undoubtedly secure their share of whatever benefit the carriage of the overland India traffic may offer. As the line from Chiasso to Biasca, which is intended to join the Lombardo-Venetian lines, will open a direct communication between the most important towns of the Canton Tessin and the railway network of Italy, connecting also the three lakes of Como, Lugano, and Maggiore, and as it forms the key of the whole position, the directors have resolved to commence this line forthwith, pending the surveys and negotiations for determining the precise Alpine Pass to be finally adopted for the extension.

Responsible contractors have undertaken to construct and complete the line for a sum within the amount of capital; and the works were commenced on the 18th of January, in the presence of Government officials.

Interest at the rate of 5 per cent. per annum will be paid to shareholders during construction upon the amounts from time to time paid in respect of their shares.

A preference will be given to the members of this company in the allotment of shares for any additional capital that may be required for making the extension line, the construction of which will be commenced when the negotiations with the Swiss and Italian Governments shall have been completed.

The Memorandum and Articles of Association, and a translation of the concession, lie for inspection at the temporary offices of the company.

Applications for shares must be addressed in the annexed form to the directors, and copies of the prospectus may be obtained at the temporary offices of the company, or at the offices of the Financial Corporation and Westminster Bank, Lombard-street, and the brokers and solicitors, but no application will be considered unless a deposit of £1 per share on the number of shares applied for has been paid.

FORM OF APPLICATION FOR SHARES.

(To be retained by the bankers.)

To the Directors of the European Central Railway Company (Limited).
 GENTLEMEN,—Having paid to your bankers the sum of £ , being a deposit of £1 per share in respect of shares in the above company, I request that you will allot me that number of shares; and I hereby agree to accept such shares, or any smaller number that you may allot to me, to execute the Articles of Association when required, and to become a member of the company, and I request you to place my name on the register of members in respect of the shares allotted to me.

I am, Gentlemen, your obedient servant,

Signature

Name in full

Date Address in full

THE CREDIT MOBILIER COMPANY OF LONDON (LIMITED).

54, THREADNEEDLE STREET, LONDON, E.C.

BANKERS—The London and Westminster Bank, Lombard-street, and the brokers and solicitors, but no application will be considered unless a deposit of £1 per share on the number of shares applied for has been paid.

WILLIAM HALL, Sec.

NORTH WHEEL SETON COPPER MINING COMPANY (LIMITED).

Capital £25,000, in 1000 shares of £25 each.

Deposit, £2 10s. per share.

CHAIRMAN—J. T. FENTON, Esq., Stapleton House, Leeds, Colliery Owner.

BANKERS—Messrs. Beckitt and Co., Leeds.

SECRETARY—G. Simpson, 55, Albion-street, Leeds.

This company is formed for the purpose of working the North Seton Mine, which is situated between the South Seton and Camborne Mines, and immediately to the westward of the West Seton and Great South Toigns Mines, in Cornwall (the richest district in Europe for copper, having produced profits to the amount of £8,000,000 sterling, on an outlay of £600,000).

The West Seton Mine alone returned in one year £40,000, and is now one of the richest mines in the district.

Shafts have been sunk in this set, and three promising lodes laid open, two of them 4 ft. to 5 ft. wide, and the other from 7 ft. to 8 ft. wide.

Applications for shares and prospectuses to be made to Messrs. C. and C. THOMAS, Redruth, Cornwall, and Victoria Chambers, Leeds.

BEST MANGANESE SPIEGELEISEN DELIVERED AT ANY PORT OF THE UNITED KINGDOM.—For testimonials, and all information, apply to Wm. BIND and Co., 2, Lawrence Pountney-hill, London, E.C.

PORT AUGUSTA AND NORTHERN RAILWAY COMPANY OF SOUTH AUSTRALIA (LIMITED).

Under powers of an Act of the Legislature of South Australia, assented to in Her Majesty's name on October 21, 1862, granting 128,000 acres of freehold land, for 100 miles of railway.
 Capital, £300,000, in 60,000 shares of £5 each.
 First issue, 30,000 shares.
 £1 per share to be paid on application, and £1 10s. within two months after allotment.

On the second issue preference will be given to members.

DIRECTORS.

HENRY HILLS, Esq.
 GEORGE HUMBY, Esq.
 HENRY MARTIN, Esq.
 JOSEPH TURNLEY, Esq.
 THOMAS HANCOCK, Esq.
 Directors of the Yadanamutana Copper Mining Company of South Australia (Limited).

PROPOSED COMMITTEE OF MANAGEMENT IN SOUTH AUSTRALIA.
 JOHN BECK, Esq. (Messrs. F. J. Beck and Co.)
 CHARLES BONNEY, Esq., late Commissioner of Crown Lands.
 Hon. S. DAVENPORT, M.L.C.
 Hon. ABRAHAM SCOTT, M.L.C.
 PHILIP LEVI, Esq. (Messrs. Philip Levi and Co.)

LOCAL ENGINEERS.

John Ramsome Goodier, Esq., C.E.
 George Ernest Hamilton, Esq., C.E.
 Solicitors—Messrs. Pattison and Wigg, 10, Clement's-lane, Lombard-street, E.C.
 BANKERS—Bank of London, 52, Threadneedle-street, E.C.

BROKERS.
 London..... Messrs. Sewell Brothers, 55, Old Broad-street, E.C.
 "..... Charles H. Marten, 19, Throgmorton-street, E.C.
 Manchester..... Charles Duffield, Esq.
 Aberdeen..... Messrs. Adamson and Horne.

SECRETARY (pro tem.)—Mr. Dickeson.

REGISTERED OFFICES.

No. 1, CHARLOTTE ROW, MANSION HOUSE, LONDON.

PROSPECTUS.

The object of this company is the construction of a railway, either for horse-power or locomotive engines, from Port Augusta, at the head of Spencer's Gulf, in the colony of South Australia, into the mineral and pastoral districts north of the said port, and for not less than 100 miles.

The Colonial Legislature, impressed with the great importance and necessity of an undertaking of this nature, for securing to the commercial interests of the colony a constant and ready means of transit to a port of shipment, passed an Act (assented to on the 21st of October, 1862, in Her Majesty's name, by the Governor, Sir Dominick Daly), authorising an arrangement with any company for the construction of the line, and enacting that "The said company shall be entitled to a grant of the land traversed by the said railway for a breadth of two chains; and further, to grants of blocks of land equal to two square miles for every mile in length traversed by the said railway, selected on either side of the said railway; such blocks of land not to exceed 20 square miles in area."

This grant is equivalent to an area of 128,000 acres for a length of 100 miles of rail, irrespective of the land required for the rail itself. It is contemplated to propose an extension of the line upon an increased grant of land.

Port Augusta is already a place of considerable importance, and being the nearest port to the central portion of Australia, must eventually become the entrepot of the commerce of this portion of the colony, and which embraces most extensive pastoral and mineral districts.

Hills abounding in minerals, called Flinders' Range, commence on the eastern side of Spencer's Gulf, and extend 200 miles to the north of Port Augusta. Many valuable copper mines have been discovered, and some of them are now being worked; but the development both of the pastoral and mineral resources of this part of the colony is greatly retarded by the want of easy communication with the port of shipment. Flinders' Range is bounded to the westward by a perfectly level country, which presents no impediment whatever to the formation of railways.

The cost of a single line of railway over this country, adapted for either horse or steam power, has been estimated at £2000 per mile. It is even probable that the line might be constructed within this estimate, seeing that there would be no earthwork of any account, nor expensive bridges to build, as explained in the annexed official report of Mr. Hamilton, C.E., to the Local Government.

Taking the rate of profit, as shown in Mr. Hamilton's report, printed by order of the House of Assembly of South Australia, an income of £15,000 per annum may be calculated upon from the traffic produced by the pastoral interests alone, which occupy an area of not less than 10,000 square miles. Mr. Hamilton states that he "has reasonable grounds for believing that from this source (the pastoral), independent of the mines, might be soon expected to accrue an income of £15,000 per annum; and this is not the result of mere guess, but of sober and not over-estimated joint calculations."

However, from the rapid development which is now being made of the extensive and extraordinarily rich mineral sections in this locality, it is clear that the traffic returns of minerals will greatly exceed those of the pastoral interests. By a report of a select committee of the House of Assembly, "appointed to consider the best means for encouraging the development of the mineral discoveries in the northern districts," it appears there are already more than 300 applications for mineral leases, for an extent of country five times the area of Cornwall, all of which is represented as being rich in mineral wealth. The working of some mines recently opened corroborates this impression, and from one alone—the Blinman, belonging to the Yadanamutana Mining Company—about 5000 tons of copper ore have been produced within 18 months from the commencement of operations.

Independent of these considerations, the company will be proprietors of 128,000 acres of freehold land, portions of which will be disposed of from time to time for payment of dividends during the construction of the line, and the remaining land will belong to the company. The mineral value of such land may hereafter be an additional source of very great profit.

The charges for promotion and preliminary expenses, up to and inclusive of the registration of the company, have been agreed for at 2 per cent. on the nominal capital of the company.

Applications for shares may be made to the bankers or brokers in the annexed form, but no application for less than five shares, or a multiple of five, will be considered, nor unless a deposit of £1 on each share applied for is previously paid to the bankers of the company.

Extract of the report on the practicability and prospects of a railway from Port Augusta along the Western Plain.

Ordered by the House of Assembly to be printed, 13th

Until about three years ago, when the sett was revoked by Sir Samuel Spry, the SITHNEY WHEAL METAL had always been worked in conjunction with Wheal Metal; indeed, the latter was only drained by flat-rod from the engine on Sithney Mine. When Sir Samuel—being discontented with the manner in which his mine was worked by the Wheal Vow people—revoked their lease, the sett was taken up and the machinery purchased by the late Mr. Wm. Burgess, of Camborne, one of the most cautious and successful mine adventurers in Cornwall, and set to work entirely on his own account. Considering his advanced age—he was then upwards of 80 years—this was a most spirited enterprise to enter upon; but he did not do so without consulting most of the first agents in the county, including Capt. Charles Thomas, all of whom (advising him more as a friend than anything else) recommended him to go into the mine. After about 6000*l*. had been spent on the mine, but before any result could have been achieved, Mr. William Burgess died, in August, 1862, and the mine passed into the hands of his executors. The carrying on of a mine, particularly one that requires an outlay of capital, by executors is evidently most unsatisfactory; and it is no disparagement of them to say that since the death of Mr. Wm. Burgess the workings have not been prosecuted with quite the vigour advisable. Indeed, this was inevitable; and it is only surprising that the sale of a considerable portion of the mine, which has been recently effected, had not been carried out earlier. Executors are unwilling, of course, to make what they consider to be a sacrifice; but if (unlike Mr. Cookney, at West Chiverton) they retain a substantial interest, while they relieve themselves of a burden too great and too hazardous for persons in the position of trustees to hold, they will, probably, in the end find themselves to be substantial gainers. It is to be presumed that Mr. Burgess' executors took this view when they recently parted with a large interest in the mine to influential persons in London, at just about the 2*l*. 10*s*. per acre

Since this transaction the management of the mine has passed under the control of the Wheel Vor agents, and we may now expect to see it prosecuted with the same vigour and judgment as has succeeded in making Wheel Metal the great mine it now is. The two mines are quite touching—indeed, the upper levels to the 50 all run into each other; and there seems no good reason why the same energy and skill that has made the one to be one of the richest mines in Europe, should not get a good result from the other. Of course, mines worth a quarter of a million of money are not to be had for asking—not got without trouble; but certainly the Wheel Vor agents have no mean opinion of Sthney Wheel Metal, inasmuch as they have all recently purchased shares at the present market price: they are particularly sanguine about getting tin near the boundary.

In Sthney Wheel Metal the engine-shaft is down to the 130, just under the slide, but the water is now in the bottom; under the new management this may be expected to be altered, and the sinking of the shaft—or, at least, the driving of the deeper levels—resumed. The shaft was itself sunk in a cross-course, and, consequently, is no trial of the lode; so that a vigorous opening out of the ground is still to be effected. It is a fact that in this mine Metal lode has not been seen below the 60, but an important trial is now coming off in the 95 cross-cut, south from Schneider's, to Metal lode, which is expected to cut the latter lode in 2 or 3 fms. more driving. A cross-cut is also driving south in the 80 to cut Schneider's lode, heaved 12 fathoms back by the great flood. The mine is well found in machinery and materials.

North and south of Sthney Metal—also on the lands of Sir Samuel Spry—are the sets of NORTH METAL and SITHNEY CARNMEAL; the former on the eastern continuation of the Old Wheel Vor main lode, and the latter occupying the same position with regard to Great Wheel Fortune, which lies to the south of Wheel Metal. I have more than once in these columns referred to Sthney Carnmeal in connection with Great Fortune, and at present I need say no more on that subject, as the position of the mine is now well understood. NORTH METAL, however, is little known, for it has not been seriously worked within recent times. This is certainly remarkable, for its position seems everything that can be desired. The lodes have been worked by the "old men" continuously along their backs for fully 400 fathoms in length to (for them) a considerable depth, so they must have had tin in no small quantities. Considering what a mine Old Wheel Vor has been, it is a strong evidence of the neglect with which this district has been treated, that this ground—immediately adjoining it on the east, with the same main lodes, all largely worked to the surface—should never yet have received any modern trial.

REPORT FROM NORTHUMBERLAND AND DURHAM.

MARCH 31.—The Coal and Iron Trades remain as last reported. The weather continues extremely cold, which causes a good demand for home consumption. The disturbances among the pitmen at the Monkwearmouth Colliery have at length assumed a serious aspect. On Saturday a deputation of the men had an interview with Mr. Stobart, one of the owners of the colliery, and he informed them that all men to be engaged in future must sign the yearly bond. Those who objected to do so were at liberty to leave the works on April 5. These were the terms offered by the owners. The deputation, therefore, withdrew, and reported the result of their mission at the Union-house, where a general meeting of the men was held. The strikers who had signed the bond did not go to work on Saturday, having obtained leave of absence for the day, in order to meet and discuss with the Union men the position of affairs, and to endeavour to come to some arrangement. The meeting, however, appears to have been a stormy one, judging from the result that followed. About noon a large body of the Rhyne men arrived to sympathise with the Monkwearmouth men, and the united bodies formed in procession, and marched up the Southwick-road, having a standard-bearer in front, and a band of music playing lively tunes. Their business was to enter the houses of such men as had already agreed to the terms proposed by the owners, and to brutally illuse the inmates, and this they carried out most fully. One man, named Redhead, they beat most cruelly in his own house; they also visited other houses for the same purpose, but their career was cut short by encountering the police, with a number of whom they had a most desperate battle, which, however, ended in the total discomfiture of the Unionists, who were driven off the field at the point of the baton, and the retreat was speedily converted into a total rout and wild disorderly flight. Many were wounded severely on both sides, but none killed. It is scarcely necessary to remark that these proceedings are most disgraceful, and cannot fail to inflict much injury on the men themselves. It is, however, only fair to observe that the day's proceedings were conducted entirely by the lowest portion of the men employed at these large collieries. One of the officers was seriously injured about the head, several others were also considerably bruised and marked by the stones, and two of them, named Moffit and Mullins, were seriously hurt. About thirty of the pitmen were laid prostrate by the policemen, and the garments of some of them were dyed with blood. Four of them lay on the field unable to stir, and were carried into adjoining houses and attended to. It seems that 360 men have signed the yearly bond, and 55 the fortnightly one, the rest, about 250 hevers, standing out against the resumption of work under the terms of the yearly bond. Generally, the feeling between the employers and employed in North and South Durham has very much improved, and is now most satisfactory, the yearly hirings having been entered into pretty generally, and the men are well employed, and earning good wages. The men in Northumberland are also quiet, and, generally speaking, earning good wages. The strike at Seghill, however, still continues, and at present there is little appearance of its termination.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

MARCH 31.—The Iron Trade is in a very satisfactory state in these counties, and it may be added, from all appearances, that a good summer trade is certain to be done. There are very large orders on hand at the principal works, and we have also a good enquiry for immediate consumption. There is also a disposition amongst merchants to buy for speculation. The demand for railway springs is exceedingly active, as is also the enquiry for railway iron generally. The Coal Trade is still active, and the demand for the London market very great. The South Yorkshire lock-out has occasioned considerable commotion in the district, and several of the owners have given notice to the parties with whom they have contracts that they will not guarantee the supplies in the present state of affairs. Delegates have been sent from the disaffected districts into Derbyshire and Nottinghamshire to solicit aid from the men towards the Union. These proceedings on the part of the delegates have given great umbrage to the coalmasters. The new hall, built by Messrs. E. Walker, Barber, and Co., at Eastwood, near Nottingham, has just been opened. It is intended for working colliers, and will be used for their moral and intellectual welfare.

Before this communication is published, Mr. JOHN HEDLEY, the Government Inspector of Mines for Derbyshire, Nottinghamshire, and Leicestershire, will have retired from his inspectorship. The close of March terminates the official connection. Mr. Hedley has a wide field of labour open for him, and it is satisfactory to know that his future pursuits will be devoted to the further development of the coal and iron trades. Mr. Hedley has a large interest in an extensive colliery property, extending over 3000 acres, near Bristol. He has also been appointed Chairman of the directors of the Park Gate Ironworks, near Rotherham, a very large concern, late the property of Messrs. Beale and Co., which has just been formed into a joint-stock concern. Mr. Hedley is also one of the directors of the Staveley Coal and Iron Company. This company took possession of the works on Lady-day, and they are now engaged in the construction of large quantities of castings, not only for water companies, but for the London Pneumatic Company. Mr. Carr, a gentleman from the North of England, is spoken of as the probable successor to Mr. Hedley.

The rescuing of the 12 men and boys who had been entombed at Spitalwell Ironstone Pit, connected with the Staveley Works, was celebrated on Monday evening by a dinner in the New Dining Hall, provided at the expense of Mr. Barrow, the proprietor. Mr. Barrow occupied the chair, and about 250 sat down. After the usual loyal toasts, the Chairman observed that they were assembled to congratulate and sympathise with the 12 miners on their safe escape out of Spitalwell Pit. He was sure that not only the 12 men, but every person in the room, would join him in sincerely thanking all parties that, directly or indirectly, assisted in rescuing the men from their perilous position. He held in his hand a long list of names who lent their valuable aid on the bank and in the pit, and would mention a few of them who distinguished themselves by most heroic exertions. They had spoken of the volunteers in a warlike sense, and he would now give them the name of a volunteer in the cause of humanity; that volunteer was Richard Coke, who dashed into the water at the pit's bottom up to his chin, to save the lives of his fellow-creatures. His health he proposed with all honours. He was accompanied by a band of tall, bold men, resolved on bringing out the men all safe on their backs. Those men were George Ord, John Ord, Thomas Marshall, John Turton, and George Wright, to all of whom he expressed his sincere thanks; and he could not omit to mention the names of Thomas Emerson and John Gillatt, neither of whom ever left the works from the time of the accident; all had worked as Englishmen could and did work when life was in danger. He had also to acknowledge the great service rendered by his surveyor, Mr. Howard, from the intimate knowledge he possessed of every nook and corner in the workings; and he (Mr. Barrow) would now take the opportunity of expressing his great obligations to his viewer, Mr. Seymour, for the very satisfactory arrangement he made to effect the object in view, and in which he was so thoroughly successful. The great anxiety evinced by Mr. Seymour, and his never leaving the bank for two days and two nights, most show to the numerous pitmen in the collieries under his charge that his great object is to ensure safety to the men, by having the machinery in proper order, and by having the pits well ventilated; in short, the men can go to work in confidence that every possible means are taken to prevent accidents. He concluded by coupling the names of those who had aided in the rescue with the "health of Mr. Seymour." Upon the health of Mr. Barrow being proposed, the Chairman, in acknowledging, stated that, owing to declining health, he had formed a joint-stock company to continue the works, and that, although now they were not his own, he would act as Chairman, and pursue the spirit of liberality which had hitherto been adopted. He pointed out the evil of strikes, and especially cautioned the men not to listen to dictation of delegates from Barnley or elsewhere. He would name a circumstance that occurred about 20 years

ago—it was upon his first coming to Staveley. A body of Unionists, thinking he was a greenhorn in the management of a colliery, he not only struck for an advance of wages, but demanded other terms that it was impossible he could comply with. They did not know the man they had to deal with. He ordered the engine to be stopped, and let the pit fill with water; they said "Never mind, he can soon pump the water out." He then ordered the engine to be taken down, and the pit to be closed, declaring that coal should never be drawn out of that pit again; it never has, and he continued, never shall draw coal again, but he had decided that it should now be made an upcast-shaft for producing still better ventilation in Seymour and Speedwell pits; and the men working in those pits will be benefited accordingly. He wished his people to understand that if they would stick by him he would stick by them, and that was the sort of Union they would have at Staveley.

The applications for Letters Patent include—Messrs. James and Joseph Wild, Dalton, for improvements in preparing and spinning wool and other fibrous substances; Mr. R. H. Wright, manager of the General Iron Screw Collier Company, for an improvement in construction and arrangement for condensing by external surface the steam used in marine steam-engines; Mr. E. Leak, Longton, for improved apparatus to be used in conducting messages, sounds, or signals from one place to another; Mr. J. Warburton, Low Mills, Addingham, for improvements in preparing silk and other waste, such as cop bottoms and hard spinning waste, which had been previously spun or had twist put into it; Mr. Moore Crouch, Wadby, for improvements in reeling and stowing sails; Mr. Ellis Lever, manufacturer of colliery brattice cloth and flexible tubing, for an improved mode or method of fixing hoops in the interior of flexible tubing employed in the ventilation of mines and other similar purposes.

The local stock and share markets have been remarkably quiet during the week, and but little business was done. There is quite a panic amongst the shareholders of the Water Company, owing to the bursting of the Bradford dam.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

MARCH 31.—The Preliminary Meeting of Ironmasters was held at Birmingham; there was a good attendance, and, as anticipated, it was unanimously agreed to retain present prices, which are—Bars, 9/ 10s.; hoops, 10/; and plates, 11/ per ton at the works. Opinions differ as to the prospects of the ensuing quarter, but careful enquiry shows that rather more orders have been given out lately, and there is a strong belief that the leading merchants have very extensive orders, which they have for some time held back, in the hopes of buying at lower prices. It will be seen within the next week or two whether to-day's decision will bring out orders. It is pretty clear that the Belgian makers are now full, and it is said they will not quote for delivery before May. In Wales and Yorkshire, too, accounts indicate that there are considerable specifications in hand, and there seems reason to anticipate that South Staffordshire must get a good share of the forthcoming orders. Wages and material are now so high that present prices do not yield a larger profit than was made prior to the addition of 50s. to prices. Coal, however, is a shade cheaper than it was. Pig-iron is not yet selling to any great extent, but in the course of the next fortnight probably a good deal will change hands. Prices are easier than at the beginning of January, but there is less giving way than was expected a little time ago.

The enquiry as to the cause of the recent boiler explosion at Hall End, near West Bromwich, by which 12 men were killed, concluded at half-past one o'clock on the morning of Good Friday, when the jury returned a verdict of "manslaughter" against Mr. Johnson, the proprietor of the works, his eldest son, Mr. William Edward Johnson, to whom it was stated in evidence that specific complaints of the dangerous state of the boiler, from corrosion of the plates, were made as far back as 1861, and the engineer, Wm. Bagnall, in charge at the time, who said he had been long aware that he was working in daily danger of his life, and of course, of the lives of all at work. Evidence was called to prove, and did clearly prove, that the boiler was repaired by the men of Granger, the boiler maker, as late as 1863, if not 1862, and it was doubtful whether the warning as to the weak plates was not given one of these later dates. Again, it was not clear that the plates so indicated had given way. As the verdict was given on Good Friday morning, it is suggested that it is not legal. It certainly appears desirable that a full and careful enquiry should take place as to the culpability of the persons implicated. Past experience does not, however, give very strong grounds for such an anticipation, as in several recent cases in which coroners' juries have committed persons for manslaughter, either the bills have been ignored by the grand jury, or the charges have been quashed after hearing one or two witnesses. The great point is that no one is bound to prosecute, and that, consequently, a little activity on the part of the friends of the accused suffices to procure an acquittal. Whatever may be the opinion as to the culpability of any of the persons committed for trial, the case clearly proves the great importance of an inspection of boilers by some one who has no other object than to consider whether there is danger to human life. Persons in charge are apt, day by day, to defer making repairs, until the neglect results in a fearful sacrifice of life. The Midland Boiler Association affords the means of making such examinations, and it is pretty clear that had this boiler been inspected the defects would have been pointed out in a manner that would leave no doubt of the guilt of neglect.

REPORT FROM MONMOUTH AND SOUTH WALES.

MARCH 31.—In some parts of the district the difficulties with the men are in a fair way of being arranged, while in other parts matters do not appear so promising. The bold course which Mr. C. Bailey, M.P., took in giving one month's notice to all the hands in his employ has had the desired effect at Nant-y-Glo, the men having gone on with their work on Monday at the terms offered by their employer. The Iron Trade, generally, is in a healthy state, and if strikes and disagreements with the men can be avoided there is no doubt that a remunerative trade will be done during the next few months. The usual activity prevails in every branch of the Coal Trade, and the merchants are, as a rule, full of orders. The colliers are still troublesome, and the system of restricting the get of coal has not been abandoned. There is an average demand for tin-plates. The Avon Vale Colliery has just commenced working, and a considerable quantity of coal has already been sent down over the South Wales Mineral Railway to Briton Ferry. When the other collieries in the neighbourhood are fully developed a very large traffic will be the result on the South Wales Mineral Railway. The new tinworks at Melincroft, near Neath, were formally opened on Easter Monday, and a numerous company assembled to witness the event. After the machinery had been set in motion the visitors adjourned to Eaglesbush Cottage, the residence of Mr. Phillips, the manager, where a sumptuous champagne lunch was provided. The new works will employ hundreds of hands, and the trade of the district will be materially benefited by the large amount of money that will thus change hands. The Barry Port Smelting Company (limited) are about to commence the erection of new works intended for the smelting of lead and zinc ores. An extensive brickworks is also in course of erection by the same company.

Merthyr Tydvil, the great centre of the iron and coal trades of the district, has spoken on the Truck System, and it is evident that the days of truck are not far from being numbered. A public meeting has been held in the Temperance Hall, the chief constable (Mr. Harris) in the chair, and he was supported on the occasion by the principal influential inhabitants of the borough. A deputation attended on behalf of the Blaenau defence fund, and after addresses had been delivered by several gentlemen, Mr. Goodfellow moved, and Mr. Stephens seconded, "That having heard from the deputation that evening the evil effects of the truck system, it was highly desirable that steps should be taken to put a stop to the evil." The resolution was unanimously agreed to. The Rev. R. Lewis next moved, "That the meeting rejoiced to learn that a movement was on foot to test the legality of truck, and pledged itself to give material aid to the prosecution." This was seconded by Mr. J. W. James, and passed without a dissent. At the close of the meeting a considerable sum was subscribed in order to carry on the prosecution in the Blaenau truck case, which is to be tried at the Monmouth Assizes.

It is reported on good authority that proceedings have been commenced against Mr. T. W. Rhodes, proprietor of the Risca Collieries, for not complying with Mr. G. C. Greenwell's award respecting the sinking of a second shaft at the Black Vein Pit. It will be remembered that the jury at the Risca Inquest recommended that a second shaft should be sunk, and the Government Inspector (Mr. Lionel Brough) having moved in the matter, the point was referred, under one of the clauses of the Mines' Inspection Act, to Mr. Greenwell, for arbitration. The proceedings now commenced are for the enforcement of this arbitration, and the case is likely to attract considerable attention.

The Pontnewydd Forge, and the property will change hands on April 1. This will enable the company to obtain a regular supply of coal and coke for their works. THE BLAINA TRUCK CASE.—At the Monmouth Assizes, on Tuesday, the action "James v. Levick and Simpson" was tried; it was brought by the plaintiff, Janet James, against Messrs. Levick and Simpson, ironmasters, to recover the sum of 30/ for work done in the service of the said defendants. Mr. Kennedy and Mr. Macnamara appeared for the plaintiff, and Mr. Huddleston, Q.C., Mr. Gray, Q.C., and Mr. Smythes for the defendants. Mr. Kennedy, at great length, opened the case to the jury, and said the defendant, Janet James, was a tipper, in the employ of the defendants, at 5s. per week. She was paid by the defendants, not in money, but in goods, which was a violation of the Truck Act, which prohibited artificers being paid otherwise than in the current coin of the realm. The first and only witness called was the plaintiff, Janet James, who said she had worked under the defendants for three years, as tipper, at 5s. per week. She only received during the three years 2/ in money. The rest she received from the shop, which was on the defendants' premises. There was a window between the pay-office and the shop, through which the book was passed. Out of her earnings was deducted 4d. per week for the doctor and fund. Her father died and owed the defendants 2/; he died from injuries he received in the service of the defendants. His debt was stopped out of her earnings. She paid more for things in the shop than she would at any other place. Mr. Huddleston having addressed the jury for the defendants, called Mr. Frederick Levick, sen., who said he was not acquainted with the plaintiff personally. There were two offices at the works. The people were paid monthly, at 8s. 1. If no advance had been made. If an advance was made they were paid at No. 2, and it was expected that the advance was for things received from the shop. His orders were that all should be paid in money. There were 3000 persons on the works; 500 did not deal at the shop. He never discharged anyone for not dealing at the shop. The window was for the purpose of facilitating communication between the shop and office. He received about 95c per cent. profit out of the shop.—Walter Mathews, cashier, said he had paid more than 2/ to Janet James. As a rule, the money paid out soon came back again. He left the defendants' employ in February, 1861.—Samuel Boyne Davis said he succeeded the last witness, and he had been under the defendants three years. He pro-

duced his cash-book, and showed entries of sums paid to Janet James. He had paid her weekly for three years. He could prove he had paid over 30/.—Cross-examined: His instructions were to pay everyone in money. It was a practice never to give pennies. If a workman came for 4s. 6d. he would give him 5s. The money would return to him rapidly. He could not say anything about plaintiff paying her father's debt.—Matthew Howells, Richard James, and Thomas Owen were called, and proved having paid money to the plaintiff.—Eliza James, who had managed the shop for eighteen years; the general rule was the man had the goods and then went for the money. The man went to the office for money, and, if he liked, he might have kept it, and not come to the shop and pay for the goods. Many workmen did not deal at the shop.—Cross-examined: Sometimes the shop had not what was wanted. He had known men buy tobacco and give it away for beer.—Mr. S. R. Davies was re-called, and said he had examined the books, and found that he had paid to the plaintiff 28/ 4s. 3d.—F. Levick, jun., said he was for his father's debt of 2/.—Mr. Thomas Brown said he had managed the shop at Ebbw Vale Ironworks for a number of years. It was a custom to contribute towards the doctor and fund. This was the custom before the Truck Act was passed.—Mr. Huddleston then reviewed the evidence, and maintained that the strict letter of the law had been complied with, and that the Truck Act had not been infringed, as it was proved beyond a doubt that all the workmen were paid in money.—Mr. Kennedy replied, and characterised the system as nothing less than an attempt to evade the law. He called several witnesses to disprove the evidence adduced by the defendants as to the mode in which the money was advanced.—His Lordship having summed up and reviewed the evidence minutely, the jury retired, and after an absence of two hours returned with a verdict that plaintiff had been paid in the current coin of the realm, but with the expectation that the money, or at least part of it, should be spent in the shop. His Lordship directed the verdict to be entered for the defendants, with the exception of 10s. 8d., which had been deducted from plaintiff's wages on account of her father's debt, and 5s. rent, upon which he should give the defendants leave to move, if his ruling were objected to. There was another similar case to be tried, which was made a remand, by consent of the counsel on both sides.

The recent arrivals at Swansea include—From Santander, the Clara Novello, with 172 tons iron ore, for Mr. Cowell, Cardiff; from Cagabo, the Antonio Vincent, with 2000 tons iron ore, and 420 tons copper ore, for C. Lambert, from Bilbao, the Emma, with 100 tons iron ore to order; from Caldera, the St. Bernard, with 305 tons silver ore, for H. Bath and Son; from St. Sebastian, the Colbert Abberville, with 1905 sacks copper ore, for Manchett, of London, and 780 sacks copper ore, for H. J. Bath; from Cuba, the Padre Ferrer, with 568 tons copper, and 63 tons copper regulus, for the Cobre Mining Company, from Caldera, the Mohican, with 309 tons copper regulus, 53 tons copper and silver regulus, and 141 tons silver ore (value 7050/), for H. Bath and Son; from Caldera, the Aquilino, with 363 tons copper regulus, and 177 tons silver ore (value 8550/), for H. Bath and Son; from Cherbourg, the St. Brion, with 100 tons iron ore, for the Dowlais Iron Company; from Hondkilla Bay, west coast of South America, the Crocydon, with 500 tons copper ore for Richardson and Co., and 137 bales wool to order; from Caldera, the Rose of England, with 600 tons copper regulus, for H. Bath and Son.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—W. TAYLOR, W. MOLINEUX, and H. HARRISON, all in the county of Salop.—Improvements in puddling furnaces for the manufacture of iron. Feb. 6. W. CLARK, Middlesex.—Improvements in treating and utilising refuse tinned iron and other combined metals. March 3. J. COCKMAN, York.—Improvements in moulds for casting metals. March 5. W. E. NEWTON, Middlesex.—Improvements in the manufacture or production of baryta and strontia. March 8. LETTERS PATENT have been issued for the following:—J. STURGEON, York.—Improvements in machinery for cutting and boring coal and rocks. Sept. 24. G. ELLIOT, Stafford.—Improvements in props and supports for coal and other mines. H. HARRISON, Durham.—Improvements in machinery for puddling iron and steel. Dec. 8. T. HARRISON, Durham.—Improvements in machinery for cutting coal and other minerals. LIST OF SPECIFIC TIONS published during the week ending March 31, 1864:—Manufacture of iron and steel, 4d.; working coal and other mines, 4s. 10d.; manufacturing bent for smelting, 1s. 10d.; hardening cast-iron, 4d.; manufacture of iron, 4d. L. DE FONTAINEMOREAU.

BELGIAN IRON IN SOUTH WALES.—As showing the introduction into the South Wales district of Belgian iron, Mr. W. H. Forester, of Swansea, writes that he has purchased from the Ougree Iron Company, at Liège, 6000 tons of pig-iron, delivered at the South Wales ports, and that the reports of the quality of the iron, and its suitability for plates and bars, after trial at some of the principal works in the district, are highly satisfactory.

THE CHILIAN COPPER TRADE.—We have already announced the falling off of the yield of copper in Chili, and the latest accounts from Valparaiso afford still further confirmation of the fact. They state that, "notwithstanding the better advices from Europe for some time past, our expectations that a stimulus would be given to the production and export of copper have as yet not been realised, and the probability is that, for a considerable period to come, the exports will be on a reduced scale. There is no doubt but that the mines in America are not yielding much at present, and the ley of the ores is not so rich as formerly. We learn that in the Huasco and Carrizal district the production of regulus, instead of augmenting, is actually on a reduced scale as compared with 1863. The quantity of copper available for export will be increased, and the tendency of the new measures for abolishing the duties on bar copper smelted with Chili combustible, which will soon come into operation, will further augment the elaboration of that article in this country, reducing very materially those supplies of ore and regulus on which the English smelters have hitherto relied. There is no question but that they will not have enough ore and regulus from this country to supply their wants; and they will be necessitated instead to purchase Chili bar copper much more freely than formerly. We consider that we are only fulfilling our duty in calling attention to these facts, as we apprehend the falling off in exports of ore and regulus is to be very serious. At present most of the ore available is going to the United States." The arrival of the English mail with advices to Jan. 1, declaring an advance in price of Chili bars from 92/ to 100/ caused much excitement, and it was considered that smelters in Europe would find it needful to advance prices still further in order to draw supplies. They may take now as a certain fact that the supplies from Chili during 1864 will be on a small scale, especially those of regulus and ore; and it is generally believed that the shipments of the first nine months of this year will not exceed those of the corresponding period of 1863.

COAL IN MONT CENIS TUNNEL.—At the Manchester Geological Society, Mr. Joseph Dickinson exhibited a number of specimens taken from the rocks now being tunnelled through the Savoy side of Mont Cenis. They appeared generally to be of metamorphic rocks, and as yet, he believed, no granite had been touched upon. The commonest of the specimens was a piece of chlorite schist, and that he took from the far end of the tunnel, which had then been driven a distance of about 1100 metres. In the neighbourhood there were some masses of limestone; but the most interesting mineral of all is the coal, which is found associated with these metamorphic rocks. It has, he was informed, been cut through in different places in the tunnel, but he himself only saw one, the others being waited up between San Michel and Modane similar coal is being worked to supply the district. In thickness it is as irregular as the rocks themselves; in one part not more than 1/2 in. to be found, but it gradually wedges in and extends downwards, and then tapers up again. The thickest he saw was at San Michel, and that was about 6 ft. thick. It is an anthracite coal, very similar to the Welsh anthracite. There is no regular dip at all in any of these rocks. In one part you may see them standing up like a cone. As for the coal it is impossible to say which is the roof and which is the floor, as it is sometimes vertical, and it dips in such a variety of directions. He examined both the roof and floor of some of these seams very carefully, and could not find any trace of the *Stigmaphiton* fossils. Of course, he does not say there are none, but he could not find any. He brought away a piece of the rock which adjoins the coal, and said that it partakes of the nature of shale. There are no stratified rocks near—not more than the bedding sometimes met with in metamorphic rocks. Neither is the limestone stratified; but it lies in layers, masses, the same as the quartz. The masses are partially laminated, and the coal is imperfectly bedded. The tunnel will be 12,220 metres long, and it will be the greatest work of the time, when completed. He ought, perhaps, to mention that here and there the quartz and limestone, instead of taking the shape of solid rock, is like snow or dust, and is used in making the mortar which is used in the tunnel.

NEW TUNNELLING MACHINE.—A machine, manufactured by Messrs. Hawks, Crawshaw, and Sons, of Gateshead, is now being used at Spezia, on the coast of the Ligurian line of railway, in cutting one of the tunnels through the Maritime Alps between that port and Genoa. It cuts a hole of 7 1/2 ft. in diameter, at the rate of 14 ft. advance in the 24 hours, through very hard rock, consisting chiefly of limestone, with veins of a tougher character running through it. The above rate, it is confidently expected, will be considerably exceeded so soon as the workmen get more accustomed to the work; but after making due allowance for the variations which are to occur in the strata of the rock, it appears that an average progress of about 15 ft. per day may be relied on. At this rate the famous tunnel through the Mont Cenis might be finished in about three years, instead of the eleven which it is computed it will take. An important feature in connection with the invention is its extraordinary economy of labour, three men and a boy being sufficient to work the machine, which can be driven either by steam or compressed air. It has been worked in the presence of some gentlemen sent from Turin by the Italian Government, and is causing great astonishment to the Italian engineers, and considerable excitement in the locality.—*Morning Star*.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending March 27 were 10,985/ 4s. 10d.

[ADVERTISEMENT.]

THE NORTH WHEEL SETON COPPER MINES (LIMITED). Capital, 25,000/., in 1000 shares of 25/ each. Deposit, 2/ 10s. per share. The attention of investors is called to the prospectus and reports, which have already appeared in print, the latter from men eminent in the mining world, and their scientific knowledge and sound judgment; and as the mines have been secured on unusually advantageous terms, and as the directors is composed of practical men, it may confidently be predicted that this will prove one of the most productive investments of the day. Applications for shares and prospectuses to be made to Messrs. C. and C. Thomas, Victoria Chambers, Leeds.

ANOTHER CURE OF COUGH THIS WEEK BY DR. LOCOCK'S PULMONARY WAFERS.—J. S. Wilson, terrace, St. Leonard's-street, Bromley, March 28, 1864: I can testify that they have relieved me of a most severe cough, so bad that I was unable to lie down, and I shall do my best to recommend them.—Wm. Nicolson. They give instant relief and a rapid cure of asthma, consumption, coughs, colds, and all disorders of the breath, throat, and lungs. Price 1s. 1/4d., 2s. 9d., and 11s. per box. Sold by all druggists.

HOLLOWAY'S OINTMENT AND PILLS.—THE KNIFE SUPERSEDED.—All afflicted with ulcers, diseases of the bones, and inflammations of the joints, should read this testimonial to the curative powers of these healing and purifying remedies. Mr. John Allen, 17, Denmark-street, Leicester, suffered severely from a bad foot for three years, during which long period he was under surgical treatment without any perceptible benefit. He resolutely objected to amputation, which seemed the only course open to him. He had previously tried Holloway's remedies; these gave him great relief, and at last he was completely cured him. Spots, blemishes, sores, and skin disorders arising from impoverished blood or a reckless course of life, may be removed by the judicious use of Holloway's ointment and pills.

ANGLO-MEXICAN MINT OFFICE.—Notice is hereby given, that the ANNUAL GENERAL MEETING of shareholders in this company will be held at the office, on TUESDAY, the 5th day of April next, when one director will be elected in the place of H. W. Schneider, Esq., who goes out of office by rotation, but is eligible for re-election, and will be proposed accordingly. The chair will be taken at One o'clock precisely.

ALFRED GODFREY, Sec.
5, Broad-street-buildings, March 22, 1864.

THE ALAMILLOS COMPANY (LIMITED).—Notice is hereby given, that the YEARLY GENERAL MEETING of the shareholders in this company will be held at the undermentioned offices, on THURSDAY, the 7th April, at Two o'clock.

To receive the accounts and balance-sheet, with reports from the directors, auditors, and mining agents, to the 31st December, 1863.

To elect directors in the place of Messrs. J. Addis, Jas. Crosby, Wm. Cox, M.P., Wm. Henderson, Robt. Henty, J. P. Judd, Wm. Loftus Lowndes, Chas. Morris, John Taylor, and R. Taylor, who retire according to the provisions of the Articles of Association, but who are eligible, and offer themselves for election.

To appoint two auditors for the ensuing year—Thomas Coxhead and F. J. Bramwell, Esqs., offer themselves for election—and for general business, as authorized by the Articles of Association.

By order of the Board,
J. B. COLOGAN, Sec.
5, Queen-street-place, Upper Thames-street, London, E.C., March 24, 1864.

FORTUNA COMPANY (LIMITED).—Notice is hereby given, that in conformity with the Deed of Settlement, the HALF-YEARLY GENERAL MEETING of the shareholders in this company will be held at the undermentioned offices, on THURSDAY, the 7th April, at Half-past Two o'clock P.M.

To receive the accounts and balance-sheet, with reports from the directors, auditors, superintendent, and mining agents, for the year ending December 31st, 1863.

To elect three directors in the place of John Addis, Robert Henty, William Loftus Lowndes, Esqs., who go out of office by rotation, but who are eligible, and offer themselves for re-election.

To appoint two auditors for the ensuing year—James Thomas Dorington and William Cox, M.P., Esqs., offer themselves for re-election—and for general business, as authorized by the Deed of Settlement.

By order of the Board,
J. B. COLOGAN, Sec.
5, Queen-street-place, Upper Thames-street, London, E.C., March 24, 1864.

INARES LEAD MINING COMPANY (LIMITED).—Notice is hereby given, that in conformity with the Deed of Settlement, the HALF-YEARLY GENERAL MEETING of the shareholders in this company will be held at the undermentioned offices, on THURSDAY, the 7th April, at One o'clock.

To receive the accounts and balance-sheet, with reports from the directors and auditors, for the half-year ending 31st December, 1863.

To elect two directors in the place of John Taylor and Richard Taylor, Esqs., who go out of office by rotation, but who are eligible, and offer themselves for re-election.

To appoint two auditors for the ensuing year—Thomas Coxhead and F. J. Bramwell, Esqs., are eligible, and again offer themselves for re-election—and for general business, as authorized by the Deed of Settlement.

By order of the Board,
J. B. COLOGAN, Sec.
5, Queen-street-place, Upper Thames-street, London, E.C., March 24, 1864.

THE ROSSA GRANDE GOLD MINING COMPANY (LIMITED).

Incorporated under the Companies Act, 1862, with limited liability.

Capital, £100,000, in 100,000 shares of £1 each. First issue, 50,000.

Deposit, 2s. 6d. per share on application, and 2s. 6d. per share on allotment.

No call to exceed 5s. per share, at less than three months.

DIRECTORS.

GEORGE NOAKES, Esq. (Managing Director Great Wheal Vor United Mining Company), Gresham House, Old Broad-street.

E. B. NEILL, Esq., Parliament-street (Consul General for Monte Video).

BARNET L. PHILLIPS, Esq. (Director European Bank).

F. ROE, Esq. (Director London and Birmingham Bank).

R. W. JONES, Esq. (Director British National Life Office).

A. SCHOALES, Esq. (Director of the London and Birmingham Bank).

Capt. J. R. HARRIS (Director of Les Grandes Mines Consolidées de Villemagne).

C. W. WHITE, Esq., Hibernia Chambers, London Bridge.

HERBERT HARDIE, Esq., 34, Church-street, Manchester.

AGENTS IN BRAZIL—Messrs. Alexander Fry and Co., Rio de Janeiro.

CONSULTING ENGINEER IN ENGLAND—Capt. J. Dalley, St. Austell.

BANKERS.

London and Westminster Bank, Lothbury.

London and Birmingham Bank, Cheapside; and New-street, Birmingham.

SOLICITORS—Messrs. Hancock, Shaw, and Hale, 20, Tokenhouse-yard.

BROKER—Francis Burnard, Esq., 78, Lombard-street.

AUDITORS—Messrs. Cash and Edwards, Tokenhouse-yard.

SECRETARY (pro tem.)—J. J. Truran, Esq.

TEMPORARY OFFICES,—25, POULTRY, LONDON, E.C.

ABRIDGED PROSPECTUS.

The object of this company is to purchase and work an extensive gold mining property, called *Rossa (Roch) Grande*, in the province of Minas Geraes, Brazil, estimated as containing about 21 square miles, in the vicinity of the celebrated mine of the St. John del Rey Company. The purchase-money is to be £15,000 in cash, and an equal amount in shares.

Capt. Thomas Treloar, in his elaborate report, says:—

"The estate contains three distinct auriferous formations, which can be traced for miles, besides rich jacutingas unexplored. Diamonds are said to have been found at one spot. The first rock formation is of white quartz and iron, and has yielded from 1/2 to 5 ozs. of gold per ton; the second is of yellow quartz and auriferous arsenical pyrites, and has afforded upwards of six ounces of gold per ton; the third is of quartz and brown oxide of iron, and about 36 feet wide. In depth it will probably graduate into a pyritic rock formation, similar to that of the St. John del Rey Company's mines at Morro Velho. The whole mass of this lode is auriferous, and portions of it have yielded 50 ounces of gold per ton. It only requires capital, economy, and practical experience to make these lodes as remunerative as the Rock Mine of the St. John del Rey Company, which has already paid £573,750 in dividends, and one share in which, with £15 paid, is now worth £52.

Reference is to be placed upon Captain Treloar's report, from the fact that he has had 16 years' experience in Brazil, in the service of the St. John del Rey Company, and is chief engineer to the Don Pedro North del Rey Gold Mining Company, which, under his management, has paid a dividend at the rate of 10 per cent. on its first nine months' working.

Captain Dalley, who has long known *Rossa Grande*, confirms the above report. The late Mr. George Vincent Duval, Brazilian mining commissioner, also, in a work written by him, favourably mentions *Rossa Grande*, classing it with Morro Velho (St. John del Rey), and says:—"These mines might be aptly termed gold quarries."

Prospectuses and copies of the reports, with a map, and forms of application for shares, may be obtained of the broker, of the solicitors, or at the offices of the company.

BRAZIL.

THE ROSSA GRANDE GOLD MINING COMPANY (LIMITED).

The Directors beg to announce that the LIST OF APPLICATIONS FOR SHARES in this company will be CLOSED on THURSDAY NEXT, the 7th instant, 1864.

By order of the Board,
J. J. TRURAN, Sec. pro tem.

Temporary Offices, 25, Poultry, London, E.C.

Monthly, 1s.

THE MINING AND SMELTING MAGAZINE, illustrated by plates and woodcuts, will be found the most Comprehensive Review of the Practical and Scientific Progress of every branch of Mineral and Metallurgical Industry, and the most complete and Reliable Record of the Mining and Metal Markets, both home and foreign.

London: Simpkin, Marshall, and Co., Stationers' Hall-court.

Now ready, 1s.

THE MINING AND SMELTING MAGAZINE for April (No. 28, Vol. V.), containing:—Rachette's New Form of Blast-Furnace, by Dr. L. Beck, of the Metallurgical Laboratory, Royal School of Mines, illustrated by woodcuts—Improved Mechanical Puddlers, illustrated by a large plate—Winkler on the Assaying of Tin Ores—Prof. Whitney on Mining in America—New American Stamping Machinery—Treatment of Copper Ores in Carlinia—Electric Signals for Mines—Prof. Haughton on Joints—Welsh and North Country Steam Coal—The Use of Petroleum as a Fuel—Patents relating to Mining and Metallurgy—Bibliography—Review of Mining and Metallurgical Progress all over the World—Record of the Mining and Metal Markets—Tabular Abstract of Mining Accounts—Prices Current—Copper, Tin, and Lead Ore Sales.

London: Simpkin, Marshall, and Co., Stationers' Hall-court.

Now ready, price 5s.

STATISTICS OF AND OBSERVATIONS UPON THE MINES OF CORNWALL AND DEVON.

For 1861, 1862, and 1863.

By THOMAS SPARGO, Mining Engineer, Stock and Sharebroker, Gresham House, Old Broad-street, London, E.C.

This work contains the following particulars, viz.:—The geological position, present prospects, name of purser, manager, and secretary, with annual returns of each mine during the last three years, and total dividends paid to the present time.

It is illustrated by a map of Cornwall, showing its parliamentary division, and population; geological district maps, divided into four sections, in which are shown the boundary lines of each parish, height of hills, source of rivers, &c., together with maps of St. Just, St. Ives, Marazion, Gwinnar, Chiverton, Bodmin, Liskeard, Devon Great Consols, and Tavistock mining districts, showing boundary lines of each sect., with the lodes, elevations, and cross-sections traversing the same. It also contains longitudinal and transverse sections of the Dolcoath Mine (kindly supplied by Capt. Charles Thomas), with report upon the same; sections of the workings at Botallack, corrected down to the present time by the manager (S. H. James, Esq.), with historical account of same; surface plans and sections of all the leading mines in both counties, with observations upon each, including geological map of the Fowey Consols district (kindly furnished by Major Davis, R.M.), as also all the information necessary for the guidance of those unacquainted with mining.

PRACTICAL MECHANICS' JOURNAL for April (Part 193, price 1s.), with a large and highly-finished plate engraving of Mr. W. H. C. Voss's Water Meter, and thirty woodcuts. Original Articles on the Northern Collieries, Ringed Structures in Ordnance, Curtis's Steering Screw Propeller, Spoked and Disc Wheels, the Fracture of Lead, Muntz's Yellow Metal for Covering Public Buildings, the Late Major-General Portlock, R.E., Arsenical Colours, the Mont Cenis Locomotive, Recent Patents:—Naylor, Safety Valves; Charles and Co., Smoothing Irons; Girard, Coating Metals; Appleby, Propelling; Filbeam, Sewing Machines; Sands, Machine Knitting Needles; Wilson, Blast Furnaces; Smith, Railway Carriages. Law Reports, Reviews of New Books, Mechanics' Library, Correspondence, Scientific Societies, Monthly Notes, Marine Memoranda, Prices Current of Metals, Wood, &c., List of Patents, Registered Designs.

London: Longmans, 39, Paternoster-row; Editor's Office (Offices for Patents), 47, Lincoln's Inn-fields.

ASSAYS AND ANALYSES OF EVERY DESCRIPTION

Conducted by JOHN MITCHELL, F.C.S., M.G.A. (Established 20 years).

Author of "Manual of Practical Assaying," "Metallurgical Papers," &c.

All communications and samples to be addressed (free) to Mr. MITCHELL, care of Mr. G. Clay, 29, Great St. Helen's, London, E.C.

In Chancery.

REDRUTH, CORNWALL.

TO BE SOLD, BY PUBLIC AUCTION, pursuant to an Order of the High Court of Chancery made in the Cause of Bruns v. Collins, with the approval of the Master of the Rolls, in Forty-five Lots, by Mr. W. F. COOPER (the person appointed by the said Judge), at Tabb's Hotel, Redruth, in the county of Cornwall, on Thursday, April 28th, 1864, at Twelve o'clock at noon, the FEE SIMPLE in POSSESSION of and in SEVERAL EXTENSIVE and VALUABLE MINERAL PROPERTIES in one of the most productive mining districts of the county. The REVERSION of the greater part of the VALUABLE BREWERY PREMISES, known as the REDRUTH BREWERY, and of certain OTHER FREEHOLD PROPERTIES, comprising altogether about EIGHTY DWELLING HOUSES, SHOPS, WAREHOUSES, BAKEHOUSE, GARDENS, and OFFICES, situate respectively in and near Redruth Highway, Fore-street, North-row, Ford's-row, Shute-row, Park Hamby, Rose-row, Green-lane, the West End, and other parts of and in the town and parish of Redruth, in the county of Cornwall.

Printed particulars and conditions of sale, with plans, may be had gratis in London of Messrs. COODE, KINGDOM, and CORROD, solicitors, 10, King's Arms-yard, Moorgate-street; at St. Austell of Messrs. SHILLSON, COODE, and Co., solicitors, and the auctioneer; at St. Columb of Mr. G. B. COLLINS, solicitor; at the place of sale; and at all the principal hotels in the county.—Dated this 19th day of March, 1864.

CORNWALL.

IN THE MATTER OF THE CORNUBIA TIN MINING COMPANY (LIMITED), and in the MATTER of the COMPANIES ACT, 1862.—TO BE SOLD, BY AUCTION, under authority of the Liquidator appointed under the resolution passed for voluntarily winding-up the said company, by Messrs. HANDWICK and BART, of Leeds, at the Auction Mart, Bartholomew-lane, in the City of London, without reserve, on Thursday, the 7th day of April, 1864, at Twelve for One o'clock precisely, subject to such conditions as will be then and there produced, ALL that the INTEREST of the said COMPANY of and in a certain INDENTURE of GRANT, DEMISE, or MINING SETT, dated the 20th day of November, 1860, for the term of 21 years, by virtue of which the mining operations of the said company have for some time past been carried on at Roche, near St. Austell, in the county of Cornwall.

The mine may be inspected at any time prior to the sale, and further particulars obtained of Messrs. UPTON and YEWDALE, solicitors, Leeds, and 6, John-street, Bedford-row, London.

MR. JOHN CHIESMAN WILL SELL, BY AUCTION, at the Bull and Mouth Hotel, Leeds, on Tuesday, the 12th April next, at Two o'clock in the afternoon, an excellent WATER WHEEL, 34 ft. diameter, and quite new.—For further particulars, and order to inspect, apply to the Auctioneer, at his offices, Victoria Chambers, South Parade, Leeds.

ON THURSDAY NEXT.

THE TAME VALLEY COLLIERY, on the MIDLAND RAILWAY, at WILNECOTE, near TAMWORTH, WARWICKSHIRE.

MESSRS. CHESHIRE AND GIBSON have received instructions from the Assignees of Messrs. Wood and Greenwood, bankrupts, to SELL, BY AUCTION, on Thursday, the 7th day of April next (instead of the 14th, as previously advertised), unless in the meantime an acceptable offer be made by private contract, at the Union Inn, in Union-street, Birmingham, at Six o'clock in the evening for Half-past precisely, the VALUABLE LEASE, under which the above COLLIERY and MINES are held, together with the substantially-erected OFFICES and BUILDINGS, and the VALUABLE FIXED PLANT, put down within the last few years, at a very considerable cost.

The PLANT includes a pair of well constructed pit shafts, with their frames and gearing complete; THREE HORIZONTAL HIGH PRESSURE STEAM ENGINES, of 50, 12, and 10 horse power, with winding and pumping gearing; TWO 30 feet BOILERS, and ONE 22 ft. BOILER; iron tramways, connecting the colliery with the Midland Railway; also the tramways surrounding the pits, stallages, and in the workings; 2 ft. gaometers, with retort and purifier; weighing machines, and other descriptions of fixed plant.

Full particulars are held upon very favourable conditions, under two leases, one including an area of 173 A. 2 R. 6 P., having 28 years unexpired on the 18th of Oct. 1864; and the other an area of 50 A. 2 R. 20 P., having 18 years unexpired on the 18th of October, 1864, with power of renewal for a further term of 10 years.

Full particulars as to the royalties and conditions, and further information, may be obtained on application to Mr. WILLIAM LOMAS HARRISON, accountant, Paradise-street; of Mr. KINKEAD, official assignee, Waterloo-street; of Messrs. Hodgson and Son, solicitors, Waterloo-street; or of the auctioneers, Bennett's-hill, Birmingham, at whose offices copies of the leases and a plan of the property may be inspected.

N.B.—The colliery being now in full work, the whole or any portion of the unfixed plant may be taken by a purchaser at a fair valuation.

ON FRIDAY AND SATURDAY NEXT.

UNRESERVED SALE AT THE TAME VALLEY COLLIERY AND BRICK WORKS, WILNECOTE, NEAR TAMWORTH, WARWICKSHIRE, OF THE VALUABLE STEAM ENGINES AND BOILERS, MACHINERY, PLANT, AND EFFECTS.

(By direction of the Assignees of Messrs. Wood and Greenwood, bankrupts).

MESSRS. CHESHIRE AND GIBSON are instructed to SELL BY AUCTION on Friday and Saturday, the 8th and 9th days of April inst., commencing each morning punctually at Eleven o'clock, the whole of the VALUABLE PLANT and effects upon the above colliery, comprising three VALUABLE HIGH PRESSURE STEAM ENGINES, with their BOILERS, steam and exhaust pipes and seating pit, graining and frame, conductors, cages and tubes, capital winding bar and wire ropes, iron pump crank, with connecting rod, and 167 yards of pump rods and plates, 8 in. lift, 70 yards of 9 in. pipes, with 8 in. plunger, and 30 yards of 9 in. pipe, with 8 in. barrels, and 45 yards of 5/8 in. ditto, with 5/8 in. rams, wrought iron pistons, &c. Circular saw bench, the contents of smiths' shops and carpenters' shops, and a quantity of valuable colliery stores of various descriptions, lifting jack, crab, and chains. Two 14 ton weighing machines, one 8 ton ditto, and one 1 ton ditto; about 8000 yards of wrought iron tram rails with chains, turn outs, and sleepers. Also the office and other fixtures, eight capital girdings, entire horse, and four ponies, with their gears; timber carriage, two carts, and the whole of the valuable plant in the brickyards, and a large quantity of common and fire bricks, tiles, quarries, and coping bricks; two 8 ft. gasometers, with purifier and retort, and other valuable effects.

Full particulars of which will appear in catalogue, to be obtained of Mr. Wm. LOMAS HARRISON, accountant, Paradise-street; of Mr. KINKEAD, official assignee, Waterloo-street; of Messrs. Hodgson and Son, Solicitors, Waterloo-street; or of the auctioneers, Bennett's Hill, Birmingham.

HUNWICK AND NEWFIELD COALING COLLIERIES, IN THE COUNTY OF DURHAM, FOR SALE.

MR. CHARLES BROUGH WILL SELL, BY AUCTION, at the Queen's Head Hotel, Newcastle-upon-Tyne, on Wednesday, 11th May, 1864, the well-known and important current going COLLIERY, called HUNWICK COLLIERY, including with its associated coal fields 857 acres or thereabouts, with the HOUSES, COKE OVENS, and all the COLLIERY PLANT and STOCK, and EFFECTS, belonging or attached to the colliery.

Also, the well-known FREEHOLD current going COLLIERY, called NEWFIELD COLLIERY, with the adjoining LEASEHOLD ROYALTY of BINCHETER and NEWFIELD, containing 450 acres more or less, together with TWENTY-FOUR ACRES of FREEHOLD LAND, upon which the workshops and ONE HUNDRED AND FORTY-FOUR WORKMEN'S HOUSES, THREE HUNDRED AND FORTY-TWO COKE OVENS, and an EXTENSIVE FIRE-BRICK MANUFACTURE are situate, with the COLLIERY PLANT and STOCK, and all EFFECTS, at and about the colliery and premises.

Particulars, containing the rents, terms, and provisions of the conveyances and leases under which the respective collieries and the premises occupied with the same are severally held, and also the conditions of sale, may be had on and after the 16th of April next.

Durham, March 28, 1864.

JOHN TIPLADY, Solicitor.

MONMOUTHSHIRE.

VALUABLE MINERAL PROPERTY FOR SALE,

By Trustees under the direction of the will of the late Owner.

TO BE SOLD BY TENDER, the following FREEHOLD HOUSES AND LANDS, situate at ABERCARN, in the parish of MYNYDDYLLWYD, in the county of MONMOUTH; also, a COPHOLD ESTATE near there, held of the MANOR OF ABERCARN, which from their proximity to the ABERCARN COLLIERIES, all the SEAMS and VEINS OF COAL, IRONSTONE, FIRE-CLAY, and other MINERALS discovered in those pits are supposed to be found under these properties, and which will be disposed of with the same.

The FREEHOLD PROPERTY, called "TIR THOMAS SHON," is numbered in the title-map and book of reference of the said parish as follows:—2806, 2807, 2808, 2810, 2811, 2812, 2814, and 2824, and contain 17 A. 2 R. 19 P., upon part of which are six dwelling-houses at will, and upon another part are twelve houses, erected by different tenants, under leases; the surface of this property produces an annual rental of £263.

GLANSSON ESTATE is cophold, held of the Manor of Abercarn, and numbered in the title-map and book of reference of the said parish 2869, 2870, 2871, 2873, 2876, 2877, 2878, 2879, 2880, 2882, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2896, 2897, and 2898, and is described in the said book of reference as containing 74 A. 3 R. 14 P.; the surface of this estate is now let at the low rent of £40 a-year.

The freehold part is well situated for building, and it is expected in a few years a large portion will be let for that purpose; and with regard to the minerals under both properties, it is stated by competent judges that the veins lie well for working, and are unbroken by any known fault; and, as they are intersected and form part of a large tract of maiden land in that locality, the minerals under them, and the facilities they offer for the working of the minerals in the adjoining lands, render them a valuable acquisition to the owners of such lands, or to capitalists wishing to embark in mining pursuits.

Tenders to be addressed to Mr. W. G. REES, Holly House, near Newport, Monmouthshire, from whom all further information may be obtained.

WHEAL MARY GREAT CONSOLS MINE.—TO BE SOLD, BY PRIVATE CONTRACT, the MINE and MINERALS of WHEAL MARY GREAT CONSOLS, ST. NEOT, CORNWALL, having engine-power sufficient to develop the property. Many of the present owners are willing to join a party who may purchase the mine in the further prosecution of the mine.—For further particulars, apply to J. BROWN, Esq., Rose Hill, Chesterfield; W. BRADLEY, Esq., Soho Brewery, Sheffield; J. C. ISAAC, Esq., merchant, Liskeard; or to Mr. C. THORPE, at the mine.

March, 1864.

EXTENSIVE IRONSTONE ESTATE.—TO BE LEASED, for a term of years, the IRONSTONE STRATA, in all that extensive property in the township of ESKDALESIDE, in the parish of WHITBY, YORKSHIRE, belonging to Edward Donkin, Esq., Mrs. Ann Noble, and Mr. Thomas Boyes, and containing altogether about 265 acres.

The estate is intersected by the North-Eastern Railway, and is near the Castleton and Grosmont junction of the same railway, and is distant about five miles from the port of Whitby.

The mineral is of excellent quality, and open to the day, the land has a gradual descent to the railway, and it may be safely said that the property now offered forms one of the most desirable royalties in the Cleveland district.

Mr. BOYES, one of the tenants, will show the property, and plans and further particulars may be obtained on application to him; to EDWARD DONKIN, Esq., Barnaby Moor, near York; or to Messrs. WALKER and HUNTER, solicitors, Whitby.

Whitby, March 10, 1864.

NICHOLLS, WILLIAMS, AND CO., ENGINEERS.

BEDFORD IRONWORKS, TAVISTOCK.

MANUFACTURERS OF STEAM ENGINES OF EVERY DESCRIPTION, made to the BEST AND NEWEST PRINCIPLES. We beg most especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by our leading engineers. PUMP WORK, CASTINGS OF EVERY DESCRIPTION, of iron or brass and iron. HAMMERED IRON and HEAVY SHAFTS OF ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK OF EVERY DESCRIPTION.

ALL ORDERS FOR ABROAD RECEIVE THEIR BEST ATTENTION. Nicholls, Williams, and Co. have had 20 years' experience in supplying machinery to mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK OF SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

MESSRS. W. DERRY AND CO., MINING MATERIALS.

Messrs. DERRY AND CO., respectfully inform the mining public that they have constantly ON SALE EVERY DESCRIPTION OF MINING PLANT, STEAM ENGINES, pitwork, and dressing appliances, which they are prepared to sell on very advantageous terms, and such as will especially commend themselves to the projectors of new undertakings.—Applications to be addressed as above, or to the manager of the company, Mr. W. H. GRAY, St. Austell.

Dated St. Austell, August 12, 1863.

WILLIAM MATHEWS, ENGINEER, TAVISTOCK.

has FOR SALE:—ONE 30 in. CORNISH PUMPING ENGINE, with 10 horse power; ONE 14 in. HORIZONTAL WHIM ENGINE and cap, with BOILER 4½ tons; TWO 10 horse PORTABLE ENGINES, for winding or pumping; ONE CORNISH CRUSHER; ONE 30 ft. diameter WATER WHEEL, 9 ft. iron axle, sockets and rings; 60 fms. of 3 in. flat-rods, with pulleys.

RAILWAY CARRIAGE COMPANY (LIMITED).

ESTABLISHED 1847.

OLDBURY WORKS, NEAR BIRMINGHAM.

MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, and EVERY DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment over a period of years.

RAILWAY WAGONS FOR HIRE.

CHIEF OFFICES, OLDBURY WORKS, NEAR BIRMINGHAM.

LONDON OFFICES,—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

THE BIRMINGHAM WAGON COMPANY (LIMITED).

is PREPARED TO SUPPLY RAILWAY WAGONS OF EVERY DESCRIPTION, capable of carrying 6, 8, or 10 tons, at annual rentals, or for purchase on deferred payments, on advantageous terms.

EDMUND FOWLER, Sec.

OFFICES,—3, NEWHALL STREET, BIRMINGHAM.

COAL CUTTING MACHINERY.

The WEST ARDSLEY COMPANY, having, by recently patented improvements, perfected their coal cutting machinery, works by compressed air, are NOW READY TO MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES. The results of twelve months' experience in the working of these machines, by West Ardsley Company, have proved most satisfactory, their use being found CHEAPER the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE. All communications to be made to Messrs. FINTH, DONISTHORPE, and BOWEN, 1, Britannia-street, Leeds.

NOTICE.—The WEST ARDSLEY COMPANY, having been informed that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who MAKE FOR SALE, or USE ANY MACHINERY in the construction of which such INFRINGEMENT IS MADE.

EDWARDS'S PATENT MINERAL ORE AND WASHING MACHINE.—This is by far the MOST ECONOMICAL, and the MOST PERFECT MACHINE MADE. Each machine is capable of washing 50 tons per diem, according to quality.—Full particulars, testimonials, &c., obtained from E. EDWARDS, Esq., C.E., 1, York-buildings, Adelphi, where a model may be seen.

IMPORTANT TO MINING.

MESSRS. SMYTH AND WASLEY'S PATENT PREPARATOR, FOR SPALLING AND SEPARATING THE ORE FROM THE STONE.

Agent:—Mr. RAWLE, Patent and Mining Agent, 14, Clare-street, Bristol, where may be seen, and particulars obtained.

Adopted by the Governments of Great Britain, Spain, Denmark, Russia, Brazil, and West Indies.

EASTON'S PATENT BOILER FLUE FOR REMOVING AND PREVENTING INCrustation IN STEAM BOILERS, LAND AND MARINE.

P. S. EASTON AND G. SPRINGFIELD, Patentees and Sole Manufacturers, 37, 38, and 39, WAPPING WALL, LONDON, E.

Or of their Agents in the principal towns of Great Britain and the Colonies.

DANIEL COLLINGE AND SON'S PATENT SPONGE CLOTHS.

WE HAVE APPOINTED MR. ELLIS LEVER, of this city, SOLE AGENT for the SALE of OUR PATENT SPONGE CLOTHS in the MINING DISTRICTS OF GREAT BRITAIN.

Manchester, March 5, 1864.

I shall be glad to supply SAMPLES and PRICES of DANIEL COLLINGE AND SON'S PATENT SPONGE CLOTHS, which are a VALUABLE SUBSTITUTE for COTTON WASTE in the CLEANING of ENGINES and MACHINERY.

23, Marsden-square, Manchester.

ELLIS LEVER.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following for sale:

REFINED METALLIC NICKEL. OXIDE OF COBALT. (WHICH IS REFINED METALLIC BISMUTH.) GERMAN SILVER—IN INGOTS AND NICKEL AND COBALT ORES PURCHASED.

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX, &c. CHEMICAL WORKS.

NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.

JOHN HENSLAM WILLIAMSON, MANUFACTURER AND REFINER.

Reference.—Professor Miller, King's College, London.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON AND PENHALLICK, POOL, near CAMBORNE, CORNWALL, and BRYMBORE, WREXHAM, MANUFACTURERS OF FUSE, of every size and length, as used in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, Arctic Expedition, and every part of the globe.

For the convenience of their customers and others in the North, W. BRUNTON have recently erected a branch manufactory at Brymbo, near Wrexham, where, Cornwall, they are at all times PREPARED TO EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE upon warrant that it will prove equal to, if not better than any to be procured elsewhere.

THE UNITY PATENT SAFETY FUSE COMPANY, SCORRIER, CORNWALL.

SOLICIT ORDERS for the DIFFERENT KINDS of SAFETY FUSE which are PREPARED TO SUPPLY, of SUPERIOR QUALITY, and of ANY LENGTH.

NANCEKUE POWDER MILLS.—These mills are now in work on powder for mining purposes, and have RESUMED the MANUFACTURE of DAVEY'S BLASTING POWDER, the make of which was interrupted by the accident in September, 1862. The peculiarity of this powder is the lightness of grain, by which a DIFFERENCE of about TWENTY-FIVE PER CENT. in the WEIGHT REQUIRED for a CHARGE, thus EFFECTING a SAVING OF FOURTH on the COST. This is supplied at the PRICE of ORDINARY POWDER—£46 per ton.

THE NEW PATENT BLASTING POWDER.

This is a new manufacture. It is stronger than ordinary powder, the relative strength by chemical analysis, being as 131 to 110. The grain also being very light, there is some saving as on Davey's powder in the quantity used—viz., about 25 per cent. is a further saving of £10 per ton on the price, this powder being delivered to the user at £36 per ton. THE TOTAL SAVING on the use of the New Blasting Powder thus be taken at not less than TWENTY POUNDS PER TON. It is now in use in several of the principal Cornish mines, and the agents report a saving in consequence to this extent.

There is also a GREATER SECURITY in the use of this powder for the blasting of miners, as it DOES NOT IGNITE BY FRICTION or PERCUSSION, as may be seen by striking it with a sledge on an anvil. It will not, therefore, explode in tampering with the striking of a spark.—Nancekue Mills, Redruth, 1, 1864.

CORNISH CRUCIBLE AND BLACK-LEAD POT MAKING.

JOHN JULEFF, FORE STREET, and PEDN-AN-DREA, REDRUTH.

NEW COMBINED TURBINE WINDING, AND PUMPING MACHINERY.

MANUFACTURED BY GEORGE LOW, MILGATE IRONWORKS, NEWARK-UPON-TRENT.

Who respectfully begs to bring the above to the notice of the mining public, as a exceedingly cheap and easy method of applying water-power for the above purposes. The TURBINE, WINDING, and PUMPING MACHINERY are all fixed on one strong cast-iron bed plate, which can be placed in any situation without excavation, and any height not exceeding 83 ft. from bottom of fall, the supply and return pipe being all that is required to be connected to it, and can be brought in any position. This combined machine can be easily removed when necessary.

G. Low begs also to state that the TURBINE is the most efficient and the cheapest method of applying water-power for mining purposes.

MANUFACTURER OF WINDING, PUMPING, CRUSHING, STAMPING MACHINERY, WINDING ENGINES, WATER WHEELS.

IMPROVED TURBINE WATER WHEELS CONSTRUCTED either to work VERTICALLY or HORIZONTALLY, and upon the MOST SCIENTIFIC and EFFICIENT PRINCIPLE.

G. Low begs to recommend a special class of turbine adapted for extreme high falls (200 to 500 ft.), and consuming small quantity of water. This turbine will work with equal advantage without running at an excessive velocity. Also, MANUFACTURER OF IMPROVED BORING MACHINES for DRIVING ADJUTANT.

ASSAYS AND ANALYSES UNDERTAKEN AT MODERATE CHARGES, by Mr. ARTHUR EVANS, LECTURER ON CHEMISTRY, NORMAL COLLEGE, SWANSEA.—Parcels to be directed Mr. A. EVANS, 12, street, Swansea.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last Paid
1200	Alderley Edge (tin), Cheshire [L.]	10 0 0	—	—	9 13 0	0 15 0—Feb. 1864
4000	Bedford United (copper), Tavistock	2 0 0	—	—	13 4 0	0 2 0—Jan. 1864
1248	Boscawell (tin), Cornwall	15 0 0	—	—	10 0 0	0 5 0—Feb. 1864
200	Botallack (tin), Cornwall	91 5 0	—	—	474 15 0	0 5 0—Feb. 1864
5000	Brondy (tin), Cornwall	2 7 6	—	—	0 16 0	0 5 0—Feb. 1864
916	Cargill (silver-lead), Newlyn	15 5 7	38	35 40	7 5 0	1 5 0—Feb. 1864
2900	Clifford Amalgamated (cop.), Gwyn.	30 0 0	34 1/2	37 1/2	30 18 6	0 10 0—Feb. 1864
12000	Copper Mines of England	25 0 0	—	—	7 1/2	per cent. Half-yearly.
40000	Ditto (stock)	100 0 0	—	—	1 0 0	per cent. Half-yearly.
857	Cwm Erwin (lead), Cardiganshire [L.]	7 10 0	—	—	10 13 0	0 15 0—Jan. 1864
128	Cwmystaw (lead), Cardiganshire	60 0 0	—	—	259 10 0	4 0 0—Nov. 1863
124	Devon Gt. Con. (cop.), Tavistock [S.E.]	1 0 0	—	—	991 0 0	0 10 0—Mar. 1864
358	Dolcoath (copper), Cornwall	128 17 6	—	—	748 10 0	8 0 0—Feb. 1864
12800	Drake Walls (tin), Cornwall	2 1 0	39 1/2	39 1/2	18 0 0	0 1 6—May 1863
612	East Basset (cop.), Redruth [S.E.]	29 10 0	—	—	119 0 0	0 2 0—Mar. 1864
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6	32	32 3/4	9 2 6	0 10 0—Nov. 1863
300	East Darwen (lead), Cardiganshire	32 0 0	—	—	93 10 0	2 0 0—Feb. 1864
128	East Pool (tin), Cornwall	24 8 0	—	—	357 10 0	7 10 0—Feb. 1864
1906	East Wheal Lovell (tin), Wendron	2 13 6	10	11 1/2	1 0 0	0 7 6—Jan. 1864
2800	Fordale (lead) Isle of Man [L.]	25 0 0	—	—	62 0 0	1 0 0—Sept. 1863
5000	Frank Mills (lead), Christow	3 18 6	—	—	1 0 0	0 3 0—Feb. 1864
12800	Great Laxey (lead), Isle of Man [L.]	4 0 0	6	5 1/2	0 6 0	0 6 0—Mar. 1864
1798	Great Wheal Fortune (tin), Breage	15 0 0	17	15 1/2	5 15 2	0 10 0—Nov. 1863
5000	Great Wh. Yr. (tin), Gwyn [S.E.]	40 0 0	35	37 3/8	2 7 6	0 10 0—Mar. 1864
119	Great Work (tin), Gwyn [S.E.]	100 0 0	—	—	23 0 0	0 15 0—Feb. 1864
1024	Herodstoke (id.), near Liskeard [S.E.]	8 10 0	—	—	415 10 0	3 0 0—Feb. 1864
400	Lisburne (tin), Cardiganshire	18 15 0	—	—	2 12 0	0 1 6—Jan. 1864
9000	Marke Valley (copper), Cardigan	4 10 6	6 1/2	5 1/2	135 18 0	7 0 0—Feb. 1864
1800	Miner's Mining Co. [L.], Wrexham	25 0 0	—	—	16 7 4	0 9 9—July 1863
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0	—	—	0 2 0	0 2 0—Mar. 1863
40000	Mwynydd (iron ore) [L.] [S.E.]	2 10 0	—	—	0 6 0	0 1 0—Mar. 1864
250	Nanty Mines (lead), Montgomery	20 0 0	—	—	0 6 0	0 2 0—Sept. 1863
8000	New Birch Tor and Viller Con. (tin)	1 6 6	—	—	0 13 0	0 2 6—Feb. 1864
5000	New Trekerby (copper), St. Agnes	1 9 0	3 1/2	—	36 19 0	0 2 6—Mar. 1863
5000	Par Conso (cop.), St. Blazey [S.E.]	1 0 0	—	—	22 10 0	0 2 6—Mar. 1864
200	Parys Mines (copper), Anglesey [L.]	50 0 0	—	—	7 19 6	0 10 0—Nov. 1863
1773	Pelberron (tin), St. Agnes	15 0 0	—	—	1 0 0	0 1 0—July 1863
512	Pelberron (tin), St. Agnes	8 0 0	—	—	72 5 0	1 5 0—Feb. 1864
1123	Providence (tin), Uney Lelant [S.E.]	10 6 7	43	42 42	0 10 0	0 6 0—June 1862
6000	Rosewell Hill and Ransom United	2 16 0	—	—	432 10 0	6 0 0—Mar. 1864
512	South Caradon (cop.), St. Cleer [S.E.]	1 5 0	465	455 465	74 10 0	1 0 0—May 1863
512	South Tolgus (cop.), Redruth, Cornwall	8 0 0	43	40 43	370 13 6	1 0 0—Nov. 1863
496	St. Day United (tin), Redruth	18 18 9	—	—	0 8 0	0 5 0—Mar. 1864
4000	St. Day United (tin), Redruth	14 0 0	10	9 1/2	48 10 0	1 0 0—Feb. 1864
940	St. Ives Conso (tin), St. Ives	8 0 0	—	—	14 8 6	0 10 0—Mar. 1864
4000	Tinoroff (cop., tin), Pool, Illogan [S.E.]	4 0 0	20	19 20	25 3 0	0 5 0—Mar. 1864
4000	Vigra and Clogau (copper) [L.] [S.E.]	4 0 0	39	—	0 25 0	0 5 0—Mar. 1864
2000	West Basset (copper), Illogan [S.E.]	1 10 0	—	—	1 10 0	0 15 0—Jan. 1864
2000	Wh. Chiverton (id.), Ferranabuloe [S.E.]	—	84	82 84	48 0 0	1 0 0—Jan. 1864
256	West Damsel (copper), Gwynnap	38 10 0	—	—	401 0 0	4 0 0—Feb. 1864
400	Wh. Wh. Seton (cop.), Camborne [S.E.]	47 10 0	225	205 210	597 0 0	1 10 0—Feb. 1864
512	Wheal Basset (copper), Illogan [S.E.]	5 2 6	90	85 90	3 0 0	0 10 0—Oct. 1863
1000	Wheal Basset and Grylls (tin)	7 0 0	18	—	6 2 0	1 0 0—Sept. 1863
1024	Wheal Grylls (tin), Ferranabuloe	2 4 0	—	—	14 0 0	0 10 0—Mar. 1864
512	Wheal John (silver-lead), Kea	3 10 0	—	—	1 8 6	0 5 0—Jan. 1864
4296	Wheal Kitty (tin), Uney Lelant [S.E.]	5 4 6	7 1/2	7 1/2	76 5 0	1 0 0—May 1863
1024	Wheal Kitty (tin), Uney Lelant [S.E.]	2 0 0	—	—	57 17 6	0 10 0—Mar. 1864
996	Wh. Margaret (tin), Uney Lelant [S.E.]	9 17 0	19	13 1/2	338 3 0	5 0 0—Feb. 1864
1024	Wh. Mary Ann (id.), Menheniot [S.E.]	8 0 0	14	12 1/2	168 15 0	4 0 0—Feb. 1864
80	Wheal Ows (tin), St. Just, Cornwall	70 0 0	—	—	49 0 0	0 15 0—Feb. 1864
396	Wheal Seton (tin), Cornwall	58 10 0	107 1/2	195 200	0 15 0	0 5 0—Nov. 1863
1040	Wh. Treawny (id.), Liskeard [S.E.]	5 17 0	24	23 24	14 5 0	1 6 0—Aug. 1863
2044	Wheal Tremayne (tin), Gwynnap	6 11 3	—	—	0 15 0	0 5 0—Nov. 1863
7000	Wicklow (copper) [L.], Wicklow	2 10 0	—	—	14 5 0	1 6 0—Aug. 1863

[* Dividends paid every two months. † Dividends paid every three months.]

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

240	Boscan (tin), St. Just	20 10 0	—	—	36 10 0	1 0 0—Mar. 1862
1600	Carn Brea (copper), Illogan	15 0 0	—	—	278 10 0	2 0 0—Feb. 1862
3000	Chiverton (lead), Ferranabuloe [S.E.]	5 0 0	13	13 1/2	85 0 0	2 0 0—June 1862
446	Cornwall (cop., tin), Camborne	55 0 0	100	—	1 7 0	0 7 0—May 1862
2400	Cook's Kitchen (copper), Illogan	17 15 0	21	—	2 7 6	—
1024	Copper Hill (copper), Redruth	12 0 0	13	12 13	7 12 0	0 4 0—July 1862
1055	Cradock Moor (copper), St. Cleer	8 0 0	—	—	147 0 0	5 0 0—June 1862
280	Derwent Mines (all-lead), Durham	300 0 0	—	—	0 10 0	0 2 6—Feb. 1862
4076	Devon and Cornwall (cop.), Tavistock	5 16 2	—	—	0 17 0	0 2 6—Jan. 1862
8000	Dyffryn (lead), Wales	12 6 6	—	—	41 9 2	0 2 6—June 1860
940	Fowey Consols (copper), Tywardreath	4 0 0	—	—	7 18 0	0 5 0—Dec. 1861
6000	Great South Tolgus [S.E.], Redruth	0 14 6	—	3 2 1/2	0 3 0	0 1 6—Mar. 1862
10240	Gunn's Lake (Clitters' Adit)	0 2 0	—	—	1091 0 0	5 0 0—May 1862
160	Levant (copper), tin, St. Just	2 10 0	—	—	18 18 1	0 7 6—Aug. 1862
640	Mount Pleasant (lead), Mold	4 0 0	—	—	0 10 0	0 8 0—Mar. 1862
5000	Oradell (lead), Flintshire	0 0 0	—	—	0 5 0	0 5 0—Dec. 1862
8000	South Exmouth (lead), Christow	1 5 0	—	—	9 15 0	1 0 0—June 1862
280	Spanner Moor (tin), Cornwall	31 17 9	—	—	7 0 0	0 10 0—Sept. 1862
572	Trinity Consols (tin), St. Ives	12 10 0	—	—	11 0 0	2 0 0—Mar. 1862
1000	Trumpet Consols (tin), near Helston	11 10 0	—	—	8 15 0	1 0 0—Jan. 1861
12800	Twelve Apostles Amal. (id.), Wrexham	1 0 0	—	—	14 10 0	3 0 0—June 1861
1024	Wendron Consols (tin), Wendron	15 13 0	—	—	0 19 0	0 10 0—Oct. 1862
60	West Burton Hill (lead), Yorkshire	50 0 0	—	—	2400 10 0	5 0 0—Feb. 1861
1024	West Caradon (cop.), Liskeard [S.E.]	7 10 0	—	—	284 5 0	4 0 0—Mar. 1862
4400	West Towey Consols (tin and copper)	7 10 0	—	—	—	—
128	Wheal Friendship (copper), Devon	50 0 0	—	—	—	—
100	Wheal Mary (tin), Lelant	36 2 6	—	—	—	—

FOREIGN DIVIDEND MINES.

20000	Australian (cop.), S. Australia [S.E.]	7 7 6	—	—	0 1 0	0 1 0—Dec. 1863
2404	Burra Burra (cop.), S. Australia	5 0 0	—	—	310 0 0	5 0 0—June 1863
8000	Central American (silver) [L.]	5 0 0	—	—	4 6 8	0 14 10—Dec. 1863
12000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0	35	35 1/2	99 12 0	1 0 0—Jan. 1864
100000	Don Pedro No. Del Rey [L.] [S.E.]	0 10 0	—	—	0 9 0	0 9 0—Dec. 1863
70000	English and Australian [S.E.]	10 0 0	—	—	1 10 0	0 2 6—Feb. 1864
15000	East India Coal, Calcutta	10 0 0	—	—	7 1/2	per cent. Half-yearly.
20000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	4	—	0 3 0	0 3 0—Feb. 1864
28000	Gen. Mining Assoc., Nova Scotia [S.E.]	30 0 0	22	20 22	19 15 0	0 10 0—June 1863
8000	Kapunda Mining Co., Australia [S.E.]	1 0 0	—	—	0 11 0	0 1 0—Jan. 1864
10000	Linaros (id.), Pozo Ancho, Spain [S.E.]	3 0 0	7	—	9 11 2	0 5 0—Oct. 1863
10000	Pontgibaud (all-lead), France [S.E.]	30 0 0	—	—	1 7 3	0 7 3—Jan. 1864
97500	Port Phillip (gold), Clunes [S.E.]	1 0 0	1 1/2	—	0 11 0	0 1 6—Jan. 1864
11000	St. John del Rey [L.], Brazil [S.E.]	15 0 0	50	46 48	61 5 0	3 0 0—Dec. 1863
43174	Unit. Mexican (all-lead), Mexico [S.E.]	28 5 0	7 1/2	6 1/2	2 9 0	0 7 6—May 1863
10000	Vancouver (coal) [L.] [S.E.]	5 0 0	—	—	0 5 0	0 5 0—Oct. 1863
20000	West Canada Mining Company [L.]	1 0 0	—	—	0 7 0	0 3 0—Nov. 1863
45000	Yudamantana (cop.), S. A. [L.] [S.E.]	3 0 0	3 1/2	3 1/2	0 5 0	0 5 0—Aug. 1863

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Altan and Quansangeni (cop.) [L.] [S.E.]	14 10 0	—	—	4 5 0	0 15 0—Nov. 1863
10000	Copio Mining Company [L.] [S.E.]	14 10 0	—	—	18 10 0	0 10 0—Nov. 1862
10000	Barre (lead), Min. S. A. [L.] [S.E.]	14 10 0	—	—	15	per cent. Half-yearly.
10000	Lustan (all-lead), Portugal [S.E.]	2 0 0	—	—	0 19 9	0 1 0—Feb. 1862
108816	Mariquita and New Granada [S.E.]	1 0 0	3 1/2	3 1/2	0 9 6	0 1 6—July 1863

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
100000	Anglo-Brazilian (gold) [L. £1] [S.E.]	0 5 0	—	—	Dec. 1863
85000	Alamillos (lead), Spain [L. £2]	0 10 0	¾	¾ %	—
20000	Beazir Tin Streaming Company [L. £1]	0 17 6	—	—	Oct. 1863
75000	Bon Accord, South Australia (copper) [L. £1] [S.E.]	1 0 0	—	—	Fully paid.
15000	Cape Copper Mining Co. [L. £1] [S.E.]	7 0 0	13½	13 13½	Feb. 1864
25000	Capila (silver), Mexico [L. £2] [S.E.]	1 0 0	1	¾ 1	Feb. 1864
17000	Central Italian (copper) [7000 £2 paid]	0 6 0	—	—	Jan. 1863
40000	Clarendon Consols (copper), Jamaica [S.E.]	1 2 6	—	—	July, 1862
10000	Copitapo Smelting [L.], Chili	10 0 0	—	—	Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	—	—	Fully paid.
25000	East del Rey (gold), Brazil [L. £3] [S.E.]	1 5 0	1	—	Oct. 1863
80000	East Kongberg Native Silver Mining Co. of Norway [L. £5]	1 12 0	—	—	Dec. 1863
15000	El Chico Mining and Reduction (silver) [L. £3]	3 0 0	—	—	Feb. 1864
90000	Elbe Colliery Company, Bohemia [L.]	1 0 0	—	—	Fully paid.
80000	Ellerslie and Bardowie (copper), Jamaica	0 18 0	—	—	July, 1859
8000	English and Canadian Mining Company [L.]	3 0 0	—	—	Fully paid.
40000	Fortune (copper), West Australia [L.]	2 0 0	—	—	Fully paid.
50000	Frontino and Bolivia (gold), New Granada [L. £2]	0 10 0	—	—	Mar. 1864
80000	Great Northern (copper), South Australia [L. £2] [S.E.]	1 10 0	—	—	June, 1862
24000	Hindostan (copper), Bengal [L. £5]	3 0 0	—	—	Feb. 1863
4000	Hope Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0	—	—	Fully paid.
10000	Karbita Colliery Company [L.]	1 0 0	—	—	Fully paid.
30000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0	—	—	Fully paid.
100000	Montes Aures (gold), Brazil [L.] [S.E.]	2 0 0	2¾	—	Fully paid.
2000	New Burra Burra (copper) (Australia)	5 0 0	—	—	Aug. 1862
10000	New Grand Duchy of Baden (silver-lead), near Freiburg	1 0 0	—	—	Nov. 1858
80000	North Rhine Copper of South Australia [L. £1] [S.E.]	0 17 6	—	—	—
50000	Nova Scotia (land and gold) [L. £2]	1 0 0	—	—	Nov. 1862
50000	Pachuca Silver Mining Company, Mexico [L. £1]	1 0 0	—	—	June, 1863
50000	Panuco (copper) [L. £1]	1 0 0	—	—	Feb. 1864
2000	Poel River Lead and Mineral [Limited]	200 0 0	3½	1¾ 2	Feb. 1864
28000	Quebrada (copper), Venezuela [L. £10]	4 10 0	—	—	Jan. 1864
10000	San Roque (lead), Spain	5 0 0	—	—	Fully paid.
60000	Santa Barbara (gold), Brazil [L. £1]	0 12 6	¾	—	Jan. 1864
120000	Scottish Australian Mining Company [L. £1]	0 17 6	¾	—	Feb. 1864
18000	South Europe Mining Company, Spain [L. £5]	3 0 0	—	—	May, 1860
12000	Teplitz Colliery Co., Bohemia [L. £5]	3 0 0	—	—	June, 1863
5000	Valgedamard Mining Company [L. £30]	5 0 0	—	—	Jan. 1864
5000	Venezuela (gold), Italy [L. £1]	5 0 0	—	—	Oct. 1862
45000	Victor Emanuel (copper), Italy [L.]	1 0 0	—	—	Fully paid.
1000	Western Africa Malchichte (copper) [L.]	110	—	—	Oct. 1862
12000	Whell Ellen (copper), South Australia [L.]	5 0 0	—	—	Fully paid.
80000	Whorthing (copper), South Australia [L. S.E.]	1 0 0	1	¾ %	Fully paid.